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TRANSACTIONS, 1908-1909

THE STREETS OF LONDON

MISS HARRIET PRIDDIS

THE GREAT WESTERN RAILWAY

MISS AUGUSTA GILKINSON

THE CARADOC ACADEMY

REV. JOHN MORRISON

1909

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The London and Middlesex Historical Society was organized in the year 1901. Its objects are to promote historical research and to collect and preserve records and other historical material that may be of use to the future historians of our country. Its funds are devoted exclusively to these objects ; there are no salaried officers.

The Public Library Board grants the Society the free use of a room for its meetings, which are held on the third Tuesday evening of each month from October to April, inclusive, and to which the public are invited—admission always free. Membership in the Society is open to any person interested in its objects, and is maintained by the payment of an annual fee of fifty cents.

Transactions of the London Historical Society.

1908-9

SEPT. 15-16, 1908.—Annual Meeting of Ontario Historical Society.

OCT. 20.—“Imperial Regiments in London in the Forties,” by
Mr. Thos. Champion, Toronto.

NOV. 17.—“Anglican Indian Missions in the Diocese of Huron,” by
Mrs. W. H. Tilley.

DEC. 15.—“Opening of the Great Western Railway,” by Miss Augusta
J. G. Gilkinson, Brantford.

JAN. 19, 1909.—“The Postal Service of Canada,” by Cl. T. Campbell,
M.D.

FEB. 16.—“Early Land Grants in Canada,” by Mr. Fred Landon;
“An Ojibway Village,” by Mr. Andrew Stevenson, B.A.

MAR. 16.—“The Caradoc Academy,” by Rev. J. Morrison, Alvinston.

APRIL 20.—“Pioneer Life in Nissouri,” by Mr. J. B. Fram.

The Naming of London Streets

READ BEFORE THE LONDON AND MIDDLESEX HISTORICAL SOCIETY, MAY 16TH, 1905. REVISED AND CORRECTED UP TO DATE, JANUARY 9TH, 1909.
BY HARRIETT PRIDDIS, BROOK FARM, LONDON

The first name on record that can be applied to the Forty-third degree North Latitude and Eighty-first West Longitude, where the City of London now stands, is of Italian origin, *America* for Amerigo Vespucci, a Florentine navigator.

Then comes *Canada* from the Iroquois word "Kanata," literally a collection of huts; but used by the Indians to designate any town or settlement, applied by the French voyageurs to the land extending from the Ohio River north to the Hudson. Henry of Navarre tried changing the name to "*Nouvelle France*"; but Canada finally prevailed. The Voyageurs continued their explorations westward along the shores of the Erie or Cat Lake, and about the middle of the seventeenth century reported the existence of a forked river in the favorite hunting ground of the Neutrals, which the natives called "Askünesipi," antlered river; but to which they gave the name of *La Tranchee*, from the even depth and uniform flow of water of the part near the mouth.

The next name that appears in our distant horizon is the German "*Hesse*," applied to the most westerly of the four districts into which Lord Dorchester, Governor-General, in 1788 divided the newly settled country north of the Great Lakes, intending to establish a permanent aristocracy with a Grand Duchy element. The district of Hesse covered the entire Peninsula from Long Point to the St. Clair, including Detroit, and it was in the Province of "Quebec." The following year an order in Council granted 200 acres of land to all children of Loyal Subjects during the late war, with the honorable distinction that they and their descendants should add the letters U. E. to their names for all time.

In 1791, Pitt's Canada Act, separating the Provinces, was passed; and the beaver, the bear, the wolf and the deer on the banks of La Tranchée, and their Indian hunters, became Upper Canadians, with John Graves Simcoe for the first Lieutenant-Governor of Upper Canada.

Immediately after his appointment, the new Governor wrote to a friend: "I mean to establish a Capital in the very heart of the country, upon the river of La Tranchée; the Capital I shall call 'Georgina'."

Simcoe was British or nothing, so his democratic Parliament, which first met in 1792, promptly changed the high-sounding German names to plain English, and Hesse became the *Western* District. It also divided the province into nineteen counties, half of them with English namesakes, and the north and south branches of La Tranchée joined waters in the *County of Suffolk*. On the 16th of July of the same year, Governor Simcoe officially announced that the river La Tranchée should be called the *Thames*. In February of 1793 he started on his memorable overland trip to Detroit with Major Littlehales and Lieutenant Talbot in his train, for which we are devoutly thankful, as one of them kept a diary which he afterwards published, and the other came back to colonize the land.

Dr. Scadding, in "Toronto of Old," tells an interesting incident of the visit. General Simcoe, in jocose mood, ordered a grand parade of ten men (all he had) and a formal discharge of musketry as a ceremony of inauguration for the Capital, which order was solemnly obeyed by Lieutenant Givins, who also returned to settle.

On 17th of September, 1793, the Governor, in writing to the Honorable Henry Dundas, after explaining his ideas about the roadways, etc., continued:

"They lead to the propriety of establishing a Capital of Upper Canada, which may be somewhat distant from the center of the present colony. The Capital I propose to establish at *New London*." (What has become of poor Georgina?) However, he did not carry out his proposal, as York became the Capital, but evidently not with Simcoe's approval; for as late as 1796, at the very end of his Canadian career, in a dispatch to Lord Portland, he suggested that in the event of the seat of Government being transplanted to the Thames, "the proper place," the buildings and grounds at York where he was placing the seat of Government "for the present" could be sold to lessen or liquidate the debt of its construction.

In 1798 the districts were subdivided, the eastern half of Western District taking the name of London.

In 1800 the number of counties was increased to twenty-five. As the District already had a river Thames and purposed having a London town, the politicians, with an unusual display of sentiment, decided that they had better make the imitation complete, and have a Middlesex county, in order that the expected inflow of immigrants might feel quite at home. At that time the County included an area of about one thousand square miles, extending from Lakes Erie to Huron; so that the Middlesex Historical Society can legitimately include in its pioneer research the fascinating records of the Talbot settlement.

In 1826 the District Courthouse at Vittoria was destroyed by fire. The authorities thought a more central position better for the new buildings, and London was chosen, though not without a fight for the honor from St. Thomas and Delaware. By the first of June

Mahlon Burwell, with Freeman Talbot and Benjamin Stringer for chain-bearers, surveyed four acres of the government appropriation for the site. A temporary Courthouse was erected, and, twenty years after he lay at rest in the quiet Devonshire churchyard, Simcoe's dream of a London on the Thames in the wilderness became a very prosaic fact. But it was still many years before "London" was anything more than an official name. To the villagers and surrounding farmers it was simply "The Forks."

Colonel Burwell's town survey extended from the River north to North Street, and east to Wellington Street.

North Street of course tells its own story. The narrower width of North Street West and its more southerly position was the result of a quagmire, which interfered with satisfactory street-making even up to the standard of that early day in Canada. In 1869 this section was renamed Carling Street, in honor of the Hon. John Carling, then Commissioner of Public Works in John Sanfield MacDonald's Ontario Government, and North Street continued along William Street. North Street was one of the first to benefit by the impetus given to street-decorating through the completion of the waterworks system, and the new name, Queen's *Avenue*, given in honor of Queen Victoria by the council of 1876, is most appropriate. There are few finer vistas on the continent than Queen's Avenue, looking east from the Post Office steps.

Dundas Street was named for Henry Dundas, first Lord Melville, Secretary of State under Pitt, who must have been a favorite with Simcoe and other pioneer settlers; as his name and title and those of his family connection constantly appear in county, township, town, river, island, straits and roads throughout British North America.

King Street so named for the King—George IV.

York Street named for Frederick, Duke of York, second son of George III., a favorite with the military settlers of the new Province, as well as with his doting father. He was commander-in-chief of the British army in these settlement days. Standing at the corner of York and Richmond Streets, one recalls another meeting of the two names when Charles Lennox and Prince Frederick met in mortal combat, but no damage was done. It is said that the Prince, an excellent shot, fired in the air; at all events, he stood ready for more shooting, saying he had come to give Lennox satisfaction and he was ready to give him all he wanted. With all their faults, they were brave men and good soldiers, these stalwart sons of George III.

Bathurst Street for Henry, second Earl Bathurst. As Colonial Secretary at the time, his name appears in most of the correspondence connected with the settlement of London Township.

Horton Street. This name is generally credited to Recorder William Horton, who with his brother Edward was among the first lawyers in the District. But Mr. Samuel McBride says: "Not so, I

found Horton Street here when I came to London in 1835, and the Horton boys did not come till a year later. The street was named for an English politician, R. J. Wilmot Horton, who at the time took an active interest in the immigration question, especially as directed to Canada." He must have had considerable prominence in his day, for his name is joined with those of Grey, Peel and Wilberforce in one of Hood's satirical poems.

Grey Street. This name appears so constantly in our records that we are beginning to look upon it as distinctly Canadian. The Grey for whom this street was named is George, Second Earl Grey, political friend of Fox and opponent of Wellington and Prime Minister of England. His grandson, the fourth Earl, is our popular Governor-General.

Hill Street, from the family name of Duke of Wellington's mother; though an old resident informed me, that if I had ridden down that street in the old days I would know why it was so named. "It was the hilliest road you ever saw, not enough level ground for two wheels of a wagon to stand on at one time."

Wellington Street, for Arthur Wellesley, Duke of Wellington, the hero of Waterloo, and in his youth the personal friend of Colonel Talbot.

Priddis' Lane runs back from 256 Dundas Street to property of the late Chas. Trump Priddis.

Clarence Street, named for the heir apparent, sailor Prince Henry Duke of Clarence, third son of George III. In the old days this street was the scene of a hot contest between citizens and soldiers, when the latter extended the pine stump fence across the street and enclosed the gore in their barrack grounds. What the soldiers placed in the day the citizens removed at night. Of course, law and order won in the end, and the street has remained open ever since, though subject to many changes of name. The northern part was opened up as Church Street. It was afterwards all included in Clarence Street from the River to Central Avenue. In 1881 the Council decided that the part north of Dundas Street should be known as Park Avenue.

Richmond Street, named for Charles Lennox, fourth Duke of Richmond, who was Governor-General of Canada in 1818. He died a horrible death from hydrophobia, caused by the bite of a tame fox. His wife, Lady Charlotte Gordon, was hostess at the historic ball in Brussels the night before Waterloo. She was the mother of fourteen children; two of her daughters married men who have been makers of Canadian history—Lord Bathurst and Sir Peregrine Maitland.

Talbot Street, named for Col. Thomas Talbot, the young Lieutenant who accompanied Gen. Simcoe on his western trip in 1793. He returned to the wilderness in 1803, received a grant of 5,000 acres in Yarmouth County, and ultimately became veritable

dictator of London District. In the new survey, north of Oxford Street, where the road widens, it was called Great Talbot Street.

Ridout Street, named after Surveyor-General Thomas Ridout, who had much to do with the planning of roads and streets in the Home and London Districts. Being a practical professional man, he found many difficulties in controlling Colonel Talbot's high-handed, independent mode of settling a country and mapping out roads.

Thames Street. A short street in the low land on the bank of the river from which it takes its name.

Now that London is properly christened, we may leave her to find her feet, while we make some enquiry about the naming of the highways that have led to her growth and prosperity.

It is told of Governor Simcoe, that when he stood at the Forks of the River Thames he drew his sword and said, "This will be the chief military depot of the west and the seat of a district. From this spot," pointing with his sword to the east, "I will have a line for a road run as straight as the crow can fly to the head of the 'little lake'." This boast was made good, though not in his day, by the building of the *Governor's Road*. It was entirely a municipal work, graded, gravelled, planked, or only tided over with "corduroy," as the various townships through which it passed felt disposed to treat it at the time. One of the first acts of the new Legislature of Upper Canada was to pass a bill for laying out and keeping in repair public highways and roads.

Yonge Street was built by the Governor's Regiment of Queen's Rangers, from Lake Ontario to Lake Simcoe. This man of infinite hope began the great military road which he named *Dundas Street*, and intended to have completed from one extremity of the Province to the other. In the London District the Grand Trunk of the wilderness follows the same straight line as the "Governor's Road" for some distance beyond Woodstock; then branches off to the south and east, through Brantford, becoming one with the Hamilton Road to Ancaster; there branching off to Dundas, it keeps company with the Lake Shore Road for a short distance, then goes its independent way straight to Toronto. Distinctively "the street" of Halton County, east of Toronto it becomes the "Kingston Road." So, in reality, none of the ambitious schemes of the people's Governor were altogether fruitless.

"*The Longwoods Road*" may be said to have existed in the closing years of the eighteenth century, though it was then little more than a blazed trail from Delaware to McGregor's Creek (Chatham). It was named for the dense forest of hard oak, with a sprinkling of walnut, through which it passed in the Townships of Caradoc and Ekfrid, and is the road taken by Proctor in his retreat from Moraviantown when he left the Indian hero, Tecumseh, on the battlefield. It was somewhat improved for military transport during the disturbances of 1812 and 1837, but was not graded beyond

Delaware till 1848, and not gravelled for some years later. Col. Talbot, claiming authority over it from settlement, always spoke of it as "The Talbot Road long woods."

Commissioners' Road was built by a commission appointed by the Government for the conveyance of troops, artillery, etc., from Dundas Street to Longwoods. It is quite familiar to Londoners of the present day as the (south) high road to Springbank Park. It was originally surveyed in 1709 by Zealots Watson, Col. Talbot's old enemy.

Wharncliff Road is one of the converging group of roads that makes Lambeth, in Westminster, emphatically "the Junction." Though it was surveyed in 1831, and Beverley's Ferry, at the point where it intersects the south branch, showed that the early settlers thought this the most convenient place for crossing to the "Forks," there has never been a Beverley Bridge; but there may be some day. The naming of the Wharncliff and Wortley Roads takes us back to the Old London life of Col. Talbot, when the "gay Tom Talbot," with his friends, Stewart Wortley and Lord Wharncliff, discovered the genius of Fanny Kemble as mentioned in a private letter from the late George MacBeth, quoted in "The Talbot Regime." Mrs. Jamison, in her account of the Talbot Settlement, says: "A visit from Labouchere, Lord Stanley, and Mr. Stewart Wortley was the great event of the long life in the bush." We have them here in a group: "Port Stanley Road," "Wharncliff Road," "Wortley Road," and "Talbot Street." Did the Colonel leave out "Labouchere" because it was not sufficiently British?

In 1809 Thomas Talbot petitioned Governor Gore for a road through the Talbot Settlement on the same plan as Yonge Street, which, if carried through to the western boundary of the Province, would fulfil Gen. Simcoe's original intention. His petition was granted, and on his recommendation the post of surveyor was offered to Mahlon Burwell, with orders to begin immediately. Mr. Burwell spent that year and most of the following one at work on Talbot Street East, usually called "Col. Talbot's Road." In 1810 he began the survey of the southern part of London Township. Concerning this work, he wrote to Surveyor-General Thos. Ridout: "I kept a proof line in the center of the Township that my survey might be as correct as possible, on which I proved every concession line that I ran by, measuring on the said proof line, and can safely say that the operation is very correct." There is no disputing the origin of the name of London's great northern thoroughfare.

It was a fortunate day for London when H. H. Killalee became its representative in the first Union Parliament. He received the appointment of Commissioner of Public Works in the Sydenham Council, and used the most of his appropriation, £100,000 currency, all paid through Mr. Monserratt, of the Gore Bank, in the much needed improvement to the roads of London District. Convinced of

the wealth of the land and desirability of the locality for settlement, if it were more accessible, he planned four great thoroughfares leading to ports of entry. The *Hamilton Road* he graded and bridged throughout, turning with Dundas Street to take in the important settlements of Woodstock and Brantford; it was gravelled in many places, and planked through the pine forest as far as Dorchester. The *Port Stanley Road* he planked from start at Westminster Bridge to finish at the mouth of Kettle Creek. In the old days this was emphatically "The Planked Road." He graded and bridged the "Longwoods Road" as far as Chatham, but could not carry the planking beyond Delaware. He graded and bridged *Sarnia Road*. Starting from the corner of Richmond and Fullarton Streets, he avoided the detour of the old Proof Line over Blackfriars Bridge by taking a straight course over quagmire and hill, though not due north, to the point where Colonel Burwell's line intersects the Fifth Concession road, then, turning to the west, continued through an unrivalled country to the River St. Clair.

Behold London with a daily stage to Hamilton, Chatham, Port Stanley, Sarnia and Goderich; the old rockaways, swung on leather straps and drawn by four horses, started from the Robinson Hall, at the corner of Dundas and Ridout Streets. By varying steps of improvement and repair the roads have reached a state of perfection and beauty that have made the London District the paradise of wheelsman and motorist. Were I called upon to name the three greatest factors in the building of London, I should say Simcoe, Talbot and Killaley; yet H. H. Killaley's name does not exist among us except in middle-aged men's boyish memories of "Killaley's Flats," referring to a part of the farm he occupied for some years northeast of Adelaide and Huron Streets.

In 1849 Freeman Talbot organized a company with a capital of £8,000 currency, to be known as the "Proof Line Road Joint Stock Co." Its right of way ran from the corner of Dundas and Richmond Streets, using Killaley's Sarnia Road to the fifth concession of London Township, and then the old Proof Line Road to Ryan's Corners on the London and Biddulph town line. For many years it was a most profitable investment; but railroads have introduced a new era in travel, and the toll-bar across the road is a sore trial to twentieth century humanity. The company slowly and regretfully abandoned the road piecemeal; at first as far north as Oxford Street, on account of the expense of keeping up the culvert over Carling's Creek; lately to Glenmore Kennels, rather than build the necessary new Brough's Bridge. The old gatehouse at the gore is a picturesque sight, but travellers on the road would be willing to admire its artistic effect in a picture and let the gate itself disappear with the past to which it belongs, as all except the three on the fourth, ninth and fifteenth concessions have done. In 1882 the County Council made a bargain with the City Council to remove

all tollgates under its control in exchange for the abolition of the obnoxious market fees. Since writing the above, the Proof Line Road has been purchased, after long negotiation, by an agreement between the City, Township and County Councils, with a subsidy from the Ontario Government, and has passed under the direction of the County of Middlesex. On the night of July 26th, 1907, following much speaking and congratulation delivered from the Arva Hotel balcony, by local magnates, a huge bonfire gladdened the hearts of the assembled crowd, and the medieval tollgate passed forever from the County of Middlesex.

Contemporary with the Proof Line Road is the *Goderich Road*, built by the Canada Co. from London to Lake Huron, in order to open up their immense domain of one million acres en bloc.

The Wellington Road, often erroneously styled the Port Stanley Road, from its running almost parallel with the Port Stanley Railway, was originally planned to connect with Waterloo Street; but the irregular flow of the river at that point made it necessary to cross at Wellington Street.

Improved roads naturally suggest bridges. The first way of crossing over to the "Forks" after Beverley's Ferry, was by means of York Street Bridge, properly named Westminster Bridge. In christening its bridges, the "Forest City" first showed the tendency, which subsequently became a mania, for reproducing the nomenclature of the older metropolis on the Thames. The survivors of rebellion days tell funny tales about the blockading and manning of Westminster Bridge; though a few strong men could have carried the structure away bodily, and an invading army might have crossed the stream at either side without bothering about a bridge at all. There is a pathetic story told by an old resident relative to *Blackfriars Bridge*, the building of which followed very soon after that of Westminster. In the sad cholera times of 1832 the Rev. Edward Boswell, first resident Church of England Clergyman in London, met on the bridge every traveller coming towards the town, warned him of the danger of infection, and supplied his wants—generally medicine at that time—and also gave him instruction for treatment in case he should be brought in contact with the scourge. Besides Westminster and Blackfriars Bridges, Victoria on Ridout Street, Vauxhall on Egerton Street, Kensington on Dundas Street, undoubtedly have cockney sponsors; but the names of Cove Bridge, Adelaide Street Bridge, Oxford Street Bridge, and King Street Bridge, come from natural consequence of position, and certainly the remaining two are all our own.

Brough's Bridge, on the Proof Line Road, was named for the popular "Parson Brough," Rector of St. John's, and, on the formation of the diocese, Archdeacon of Huron, whose rectory was situated on the hill overlooking the bridge, later the site of Ladies' Hellmuth College. An interesting story is told of Mr. Casimer

Gzowski, Killalee's engineer in the construction of Brough's Bridge. A suspension bridge was a curiosity in those days, and, like most departures from the established order of things, it was viewed with distrust. Gzowski declared that it would carry a regiment of marching soldiers, the severest test known to mechanics, without danger. "Will you risk standing under the bridge while they pass over?" was asked. "Certainly." Colonel Weatherall, of the 1st Royals, Commandant of the Barracks at that time, marched his men over at a steady tramp, and Brough's Bridge stood the test to the satisfaction of the most skeptical. Then, to show the grit and training of his men, the Colonel marched them, artillery and all, along the Fourth Concession line, down the steep bank of the "Medway" (so named by the English mill-owner, William Turville), and up the opposite bank, and turning, came back to town by the same road.

Clarke's Bridge was named for the Rev. William Clarke, Congregational Missionary to the London Settlement, who was, undoubtedly, a man of originality and enterprise, adapted to the requirements of a new country. Before he succeeded in getting a church building, he gathered his congregation in the old grammar school in Odell's Schoolhouse. The first church was situated on Richmond Street, about where the Free Press Office now stands. To the surprise of his people, Mr. Clarke secured property and built himself a house on the high land on the south bank of the Thames, overlooking Wellington Street. "How impractical! How like a parson!" was the general verdict. How did he expect to reach his congregation? His reasons satisfied himself, at all events. He said the walk around the banks of the river to the bridge would be a pleasure, and for a short cut there was always the ferry at the foot of the hill. The view was fine, and the high land healthy; so he went on improving his grounds and getting his house in order, not interrupted too much by idle callers. When everything was settled to his satisfaction, and people had ceased to discuss his eccentricities, he canvassed the town for funds to build a very necessary bridge at the foot of Wellington Street. He got the money with little trouble; the necessity of the bridge was so apparent—and who had a right to it, name and all, if not the impractical Parson!

During all this time the settlement was part of the London Township municipality, the Council meeting by previous arrangement at the homes of its members. According to the first minute-book, which, by the way, cost £1, and is still to be seen in the Arva Town Hall, the principal duties of the Council were to attend to the branding of cattle and regulating the height of fences. As regards individual liberty, it is wonderful how pioneers discriminate in favor of the pig. In 1838 Mr. George J. Goodhue entered the Council, apparently with a definite purpose. No doubt with increased wealth and leisure there arose a desire to beautify home surroundings—a somewhat thankless effort with Sir Hog at liberty; so in

1840 we find London village separated from the township and governed by a Board of Police, consisting of a president (Mr. Goodhue, the first to fill the office), a clerk and five members,—one for each of the four wards, with a fifth member who seems to have had no special constituency. The boundaries of the wards were: *St. George's Ward*, Huron Street, the northern limit of the new survey, to Duke Street; it is still with us in the name of St. George's School. *St. Patrick's Ward*, from Duke Street south to King Street. *St. Andrew's Ward*, from King Street to Bathurst Street; and *St. David's Ward*, from Bathurst Street to the river. The village now extended from the river east to Adelaide Street.

For some time after the government survey of 1826, London grew by the disposal of private surveys. Up to 1830 Kent's farm flourished in all its rural beauty of forest and grain, corn and pumpkin, close up to North Street's back door. In that year Mr. Goodhue purchased from Mr. John Kent 30 acres, which he surveyed into streets.

Fullarton Street,—the family name of his child wife who died at the age of 18 years. Mr. Samuel McBride says that when he first remembers the street it bent at an angle towards the north, and that he paid one shilling for the removal of a curly hickory tree which interfered with the surveyor in straightening it. Sir John Carling says he will answer for Fullarton Street being perfectly straight from Richmond to Talbot Streets, as he drove the team himself while it was being graded. He recalls being witness of a free fight in the Council Chamber at the corner of Talbot and Fullarton Streets, between Dr. Cornish and Mr. William Balkwill.

Hitchcock Street, at first named Unity Street, then Hitchcock for an American connection of the Goodhue family. One member, Mrs. Hitchcock, of Westminster, is intimately connected with the romantic escape of Dr. Duncombe in petticoats after the disturbance of '37. It has finally become Maple Street, a name well sustained by the beauty of its shade trees. Mr. Goodhue sold in one lot the block between North and Fullarton Streets to the Rev. John Bailey, who ran a street through the center which he named William, after his son, then lately dead. The Burwell survey carried Richmond Street up to North Street east. The Kent survey brought Mark Lane from Lichfield Street down to North Street west, leaving an apparent useless gore; so the Rev. John just enclosed the street appropriation left over from Mark Lane in his survey. This little transaction caused some confusion at the time, but it was amicably settled and Richmond carried north to Fullarton Street, the increased space showing the Post Office, Custom House and St. Paul's Cathedral to advantage. When Gzowski drew the line for the Sarnia Road he found that the street appropriation came a few feet west of Church Street, so he graded Sarnia Street till he struck the correct line at Burlington Street. *Church Street*, running through the Church grant,

used at one time to stop abruptly at the old skating rink near Lake Horn. It was finally closed by the Council, and the land absorbed in the surrounding lots.

There are sure to be complications in the carving of a beautiful city out of a trackless forest. The wonder is there have been so few. It is most interesting to trace the evolution through its various stages. In 1869 the Council passed a By-law to the effect that Richmond Street, Mark Lane, Sarnia Street, and Burlington Street should together form one street known as Richmond Street. John Kent himself surveyed and named *Kent Street*, *Market Street* (a continuation of Great Market Street), now *Albert Street*, in memory of the Prince Consort, and *Lichfield Street*, so named for Lichfield, a town in Staffordshire, the English home of Mr. and Mrs. Kent. Nothing irritated Mr. Kent more than to have the name spelt in the American form, with a "t." The street is now a continuation of Central Avenue.

The next block was purchased and surveyed by a syndicate comprising seven of our leading citizens, who found great difficulty in raising the necessary \$7,000 among them. Mr. Wm. Barker, Mr. Elijah Leonard, Mr. Henry Dalton, Dr. Anderson, Mr. John Dymond, Mr. John Wilson, and Mr. John Carling. The three streets they cut through the lot were named *John Street*, for John Kent, the original owner of the land. *Mill Street*, for Water's Mill, an old landmark that stood on the bank of the Thames to the west. It was run by power from English's Creek, so called from its source being in English's Bush to the east. During the military regime in the late thirties the men of the 20th Regiment, under the direction of their Colonel (for whom it was named), made Lake Horn by cutting down a thirty-foot hill to the south, and with the earth so obtained damming up the creek and building a wall for the lake. It was at one time drained or flooded at will, to assist in decorating for some special occasion. The stream was later officially named Carling's Creek, in honor of Sir John Carling, as it ran through the grounds of his late home on Waterloo Street and entered the Thames at the Carling Brewery.

Ann Street, so named for Ann McLaughlin, wife of William Barker, one of the moneyed syndicate which surveyed the street. He afterwards purchased from John Styles the property between Oxford and Grosvenor Streets and built the original house of the Mount Hope Orphanage, which he sold to the Ladies of the Sacred Heart. They called their Academy "Mount Hope," and the name has become identified with the hill.

Sydenham Street, a private street running through his property, named by Mr. Barker for Lord Sydenham, first General Governor of the United Provinces. When Governor of Canada West he had been a strong advocate of the Union.

St. James Street, formerly James Street, after James McLaughlin, brother of Mrs. William Barker.

St. George Street, after Mr. George Barker, younger son of Wm. and Ann Barker. Its southern terminus, running through the Kent property, was named Raglan Street, in honor of Lord Raglan, the favorite hero of story and romance to the early Victorian youth. Lord Fitzroy Somerset, first Baron Raglan, was Military Secretary to Wellington, whose niece he married. He lost his right arm at Waterloo; but when peace was restored he learned to write with his left hand, and continued his work as Secretary. He died from cholera at the siege of Sebastapool. The street in its full length is now called St. George.

Kent Lane, a thoroughfare running through property still owned by the Kent family.

Comfort Place, the Talbot Street entrance to the property of the late Jesse Comfort.

Barton Street, also off Talbot Street, named by Mr. Kent after a small town in Staffordshire.

Piccadilly, Pall Mall, Oxford, Grosvenor, Bond, Great Market, Cheapside and Regent Streets are undoubtedly named for the leading thoroughfares in the Modern Babylon, and afforded much satirical amusement to Harry Furness, the Cartoonist of Punch, on the occasion of his visit to the Forest City in 1897.

Huron Street, our northern boundary, is happily Canadian and dignified.

The property owned by the late J. B. Strathy, north of Grosvenor Street, often called "Strathy's Grove," though that name was properly applied to "The Pines," his residence on Dundas Street, was a delightfully cool resting place on a hot summer's day, and in the winter the site of more frost-bitten members than any other spot on the long drive to Goderich.

Louisa Street, running through the property, was named for Mr. Strathy's eldest daughter.

Sherwood Avenue, being truly rural, was named by the father of Paul Peel after the home of the knights in green.

Cromwell Street, a continuation of Louisa Street to the east, owned by Mr. Richard Evans, an admirer of the Lord Protector.

Alma Street, after Alma's Heights in the Crimea.

College Avenue, leading to Huron College, was formerly named Thomas Street, after Surveyor-General Thos. Ridout, till "Rough Park," the residence of the late Lionel Ridout, was purchased by the Diocese of Huron for a Divinity College, and became the nucleus of the Western University.

Hellmuth Avenue runs through the grounds of the old Hellmuth Boys' College, which, after a struggling existence, changing its name to Dufferin College, with a new Board of Management, was finally razed to the ground, and the land sold for building purposes.

Christie Street, named in honor of Mr. John Christie, a prominent builder and property-owner in the northern part of the town.

The street was formerly named "Grafton" by Mr. Hevey, one of a colony of Irishmen in the early days who clung to everything that savored of the old sod.

Gordon Street, south from Cheapside, has been lately surveyed and named for the Rev. Jas. Gordon, owner of the property.

John Street's name will probably soon be changed to avoid confusion. It was chosen by Mr. Benjamin Nash for his son John.

Anderson Street, after the former owner of the property.

Partridge Street, named for the father of Alderman Partridge, who, when the district was common, lived in the midst of a beautiful garden on this spot.

Shoebottom Street, named by Mr. Wm. Shoebottom, a retired farmer from Ballymote, who invested in a block of land here which he sold off in building lots.

Thornton Avenue, after Mr. Sam Thornton, builder, who owned the property, and lived there for years.

Miles Street, named by Captain John Williams, keeper of military stores in the City, for his wife's maiden name. The Captain is also responsible for Waverly Place, off Central Avenue, being an ardent admirer of the wizard of the north.

Hope Street, off Colborne Street. This is one of the few blind streets in our modern-built city. It is part of the site of the old Presbyterian Cemetery, and as Adam Hope, Esq., was an active member of the Board of Management, his name was given to the street. The burying ground usually known as Proudfoot's Cemetery was moved out Oxford Street, west of Mount Pleasant.

Arthur and Alfred Streets, part of the Salter Estate, named for the two sons of London's pioneer druggist, one of its best known personalities in the "old days."

Carlton Avenue, after Gen. Sir Guy Carlton, Lieutenant-Governor of Canada, and Commander-in-Chief of the Colonial forces from 1766 to 1777. There are few settlements in the history of the Dominion unmarked by his name. Carlton is also the family name of Lord Dorchester.

Bridport Street, a local transportation from England by Charles Jones, the Surveyor.

Regina Street, formerly Queen Street, but changed to Regina when North Street took the name of Queen's Avenue.

Prospect Avenue, through another block of the Salter estate. It seems a pity that the residents thought it necessary to change the original name, Salter Street. It would add so much to the individual character of a town if the names of prominent pioneers and distinguished citizens adorned its streets.

Peter Street, for Samuel Peters—the "s" dropped for euphony! The father of Petersville, now London West, was the original owner of this property.

Palace Street, surveyed in 1851, when the world was ringing with the success of the Prince Consort's first great World's Fair, and the glories of the Crystal Palace in Hyde Park. The small street was given this rather ambitious name by the owner, John Hillyard Cameron.

Cartwright Street, for John Cartwright, of Cartwright's mill, Dorchester; our sportsmen will say of "Cartwright's Pond," also. The water power was first used for a sawmill, and the owner held pine lands where Cartwright Street now stands.

Picton Street, named for Sir Thomas Picton, a favorite General of the Duke of Wellington who was killed at Waterloo. The block of land was a grant to the London District Council, and when the short cross street was cut between Wellington and Waterloo Streets, it was most appropriately named Picton.

Wolfe Street, for General James Wolfe, hero of the Heights of Abraham.

Hyman Street, one of the new streets cut through the old Fair Grounds, named for London's popular Member, whose tannery is near at hand.

When in 1835 the Crown Lands Department made its new survey, adopting the private surveys that had gone on in the meantime, it was accepted as a matter of course that Waterloo Street should follow Wellington.

Colborne Street, named for Sir John Colborne, Governor of Canada West during the troublesome times that preceded the Rebellion. He established the Crown rectories throughout the Province. Colborne succeeded the Earl of Durham as Governor-General, so to his hands fell the difficult task of awarding punishment to the rebels. He was a thorough soldier and strict disciplinarian.

Burwell Street, named for Colonel Mahlon Burwell, of U. E. Loyalist descent, chief supporter of Colonel Talbot in the settling of London District. A surveyor by profession, he obtained by Colonel Talbot's influence much government work, and his journals and letters form a valuable collection in the Crown Lands Department. He took an active part in the war of 1812 and the disturbance of '37. He several times represented Middlesex in the Parliament of Upper Canada, and was the first member for London town. The street was originally surveyed through to North Street, but the late Laurence Lawrason had sufficient influence to prevent its cutting through his handsome grounds, the present site of the Sacred Heart Convent.

Maitland Street, named for Sir Peregrine Maitland, Lieutenant-Governor of Canada West. Having fought under Wellington in the Peninsula war, he acquired a fancy for Spanish names and scattered them with a free hand throughout Canada—Lobo, Zora, Mona, etc. His wife, Lady Sarah Lennox, daughter of the Duke of Richmond, was a woman of strong personality and seems to have

entered more fully than most grand dames of the period into the unconventional freedom of colonial life. King George IV. was dead, his poor wife forgotten, and William and Adelaide were reigning at Whitehall when the new survey was made in London, Canada; so their names were given to two leading thoroughfares.

It behooves road contractors and syndicates to put their best foot foremost, for a powerful rival has appeared on the scene. The first sod of the Great Western Railway was turned, amid much pomp, by Col. Talbot, very near the present C.P.R. station, in 1847, and in the last month of 1853 the first train drawn by an engine steamed into London, Canada West.

These streets and various surveys, rapidly filling with prosperous settlers, London soon outgrew the primitive form of police government, and in 1848 became a town with a Mayor (Mr. Simeon Morrill first filling the chair) and eight Councillors. Two years afterwards the Councillors increased to three for each ward, with Reeve and Deputy Reeve to take the place of the homeless fifth member.

On the 21st day of September, 1854, the Royal command went forth to all our loving subjects and all others to whom it doth or may concern, that, as the town of London was proved to have more than ten thousand inhabitants at the last census, it was to be incorporated as a City, with all the privileges and responsibilities attached thereto. The said City to be divided into seven wards: the first six south of Oxford Street, divided by Dundas Street, and subdivided by Richmond and Waterloo Streets; the seventh ward all of the City north of Oxford Street, facetiously called the ward near Goderich.

The election took place the first Monday in January, 1855. James Earl, of Elgin and Kincardine, was Governor-General, and Murray Anderson, Esq., was elected to be the first Mayor of the City of London. For some years the Council Chamber must have been full to overflowing, for each of the seven wards was represented by two aldermen and two councilmen. In 1865 the position of councilman was abolished, and an extra alderman elected for each ward.

Now London, for the last time, acquires a new name. No longer "London, C. W.," but "London, Ontario, Canada." The Hon. John A. MacDonald, who worked hard for the consummation of what Lord Durham had foreseen to be the only hope for peace to the Colonies, was anxious that the new-born nation should be called the "Kingdom of Canada," but he was overruled by the caution of Lord Monck, the Governor-General; and on the 1st July, 1867, our country became the "Dominion of Canada," and the name "New Dominion" flourished on magazines, hotels, cigars—even girls.

In 1882 the number of wards was once more reduced to four, divided by Richmond and Dundas Streets. In 1885, London East, built on the old Rectory Glebe lands to the south, and English's Bush

to the north of Dundas Street, as the fifth ward, was annexed to the city. Its original post office address had been "Lilley's Corners," so named for Alderman Charles Lilley, who kept a general store on the corner of Adelaide and Dundas Streets.

After much discussion, London South, which had never had a separate municipality, but was part of Westminster Township, though in reality a suburb of London, came into line, tempted by the advantage of city improvements. There was an effort made at one time to call this suburb "St. James Park," and at another time "New Brighton"; but as London South it was generally known till it became the sixth ward in 1890. When, in 1898, the city spread her arms to London West, it was found necessary to readjust many of the names and conditions. There are, once more, four wards pretty evenly divided by Dundas and Wellington Streets: No. 1, from Dundas and Wellington Streets, S.-W. corner, to base line, including London South; No. 2, Dundas and Wellington Streets, N.-W. corner, including London West; No. 3, Dundas and Wellington Streets, S.-E. corner, including Queen's Park, the car shops, refineries and foundries, etc.; No. 4, N.-E. corner of Dundas and Wellington Streets. I would suggest that the old patriotic names be restored to the wards, and St. David's, St. Patrick's, St. Andrew's, and St. George's again bear the banners.

Without regard to the wishes of the homesick settlers, the city fathers of 1876 dropped many of the Old London names, so Great Market Street is *Central Avenue*, from its position equidistant between Huron and South Streets. Bond Street became Princess Avenue, in honor of Princess Louise; and Timothy Street, a small street to the east, was changed to Lorne Avenue for her husband, then Governor-General of Canada.

Duke Street, named for Wellington, "the Duke" par excellence of that day, was changed to *Dufferin Avenue* at the request of Colonel Renwick and other residents of the street. Lord Dufferin, the very popular Governor-General, and his friendly lady, had made the tour of the Province a year or so before, and their name and praise were in everybody's mouth.

A by-law, passed by the Council of 1892, and another in 1898, by which the names of certain streets should be changed at the reception of London South and London West into the city, brought many names which were already registered.

Queen Street, south of Victoria Bridge, being a continuation of Ridout Street, became Ridout Street South. Carfrae Street, named for Robert Carfrae, one of the earliest residents of London, who helped to build the old Courthouse. He, in connection with Mr. John Beattie, invested in a block of land along the bank of the river and built his home on the street. "Carfrae Crescent," registered in 1906, continues from Carfrae Street around the bend of the river to Grand Avenue.

Grand Avenue, being a very smart place, has had some difficulty in settling on a name. At first Hamilton Row, after Sheriff Hamilton, who lived first on the north and then on the south side of the street. Hamilton's bush was an ideal picnic ground before the railways brought excursions into vogue. As Hamilton Row was often mistaken for Hamilton Road, the name was changed to Maple Avenue; but that again conflicted with Maple Street. It was finally settled on Grand Avenue. Any traveller taking this road on a bright moonlight night will quite understand how it got still another name among the young people, that of "Lovers' Lane."

Ferguson Avenue, named for Mr. James Ferguson, County Registrar, residing at "The Beeches," in the neighborhood.

Madiver Lane, named for the family who originally occupied the lane.

Front Street, on the bank of the river, I should say so named because it had no back. It is altogether a very picturesque little one-sided street, formerly called Bridge Street.

Clarke Street, from the bridge to which it leads, or what is practically the same, the Rev. Wm. Clarke, whose cottage here overlooked the river.

High Street, changed from Hamilton Street, which was named for Sheriff Hamilton, leads to the high land south.

Watson Street, named for George Watson, a very old resident, still alive at the age of ninety-four. He says he sits in his chair now, and laughs, to think what a reckless lad he was when at the age of twenty-one he married a wife and started for the new country without a penny in his pocket, and no knowledge of the world, because a friend, Mr. Edward Matthews, wrote that there was plenty of fish and game here to be had for the catching. The friend said nothing about fever and mosquitoes, which were also free to all in those days. However, the young Staffordshireman was a good carpenter, and his wife was a good dressmaker, so they were just the class of settlers the country wanted. In the list of officials, George Watson is mentioned at one time as town carpenter. With board sidewalks and plank roads, this was, no doubt, an important position. Watson Street was originally called Turley-Tooloo Street, the name of Renold's and Shaw's sawmills on the river near by, then Mill Street.

Weston Street, named for the well-known market gardener who lived in the neighborhood.

McClary Avenue, for Mr. John McClary, head of the McClary Manufacturing Co., whose residence commands a fine position on the corner.

Maryboro Place was surveyed by Colonel Gartshore, and named for his father's home near Glasgow, in Scotland; it is a new and handsome street, with all the modern improvements, running through the block from High Street to Wellington Road.

Emery Street, named for Arthur Southgate Emery.

Southgate and Windsor Streets adjoin the Emery survey.

Methuen Street, for the ill-starred South African General.

Chester Street, named for the old English town, by its English owner, George Tambling.

Tecumseh Avenue, named for the celebrated Shawnee Chief who fell at Moraviantown, fighting in the British cause. This street was originally planned to have been continued west, through Ridout Street and Wortley Road to join the street of the same name in the Parke survey. When this plan is followed out, it will form one of the finest avenues in London.

Garfield Avenue, named for one of the murdered Presidents of the United States of America.

Elmwood Avenue, named for the forest trees that grew there in abundance when the district was first surveyed. Elmwood Avenue, east, was first called James Street, for James Bruce, Earl of Elgin, till the amalgamation with the City.

Marley Place, originally Henry Street, after Henry Hamilton, Town Clerk before London was a city. When changing the name, after some discussion, the Council chose that given to his home on the corner of James and Henry Streets, by Mr. Henry Shields Robinson, in memory of his father's place in Ireland.

Bruce Street, from the family name of the Earl of Elgin, Governor-General of Canada in the late forties, when it became the fashion for London's wealthy residents to move "over the river."

Elgin Terrace was changed to *Craig Street*, in honor of Thomas Craig, one of the first stationers and booksellers in London, who built a handsome residence known as "Craig Castle," now occupied by R. C. Macfie. The name recalls to old citizens pictures of Little Dorrit and the Marshalsea, as Mr. Craig was one of the last men in Canada to suffer from the old law of imprisonment for debt.

Stanley Street, part of the old Port Stanley planked road, which connected London with her lake port. The name comes from Edward Stanley, 14th Earl of Derby, Prime Minister of England, who, as Mr. Stanley, was Colonial Secretary under different Reform Ministers.

Becher Street, named for H. C. R. Becher, who, with Messrs. Geo. Macbeth, *George Horn* and Lionel Ridout, surveyed the block between Wharnclyff Road and the river, naming the streets for the members of the syndicate. Ridout Street gave place to *Perry Street*, named for Samuel Perry, an old resident, and Mr. Ed. Weld on purchasing the property changed MacBeth Street to

The Ridgeway, so named for the thoroughfare in England which leads to Ealing, past a family estate.

Horn Street retains the name of one of the syndicate.

The names of *Riverview* and *Evergreen* Avenues, formerly Centre Street, are suggested by their position.

O'Brien keeps alive the name of Dennis O'Brien, than which there was none more popular in the old days of London. The O'Brien House, now the Rescue Home, is on Riverview Avenue.

Beaconsfield Avenue, named by a Tory admirer of the immortal D'Israeli.

Victor Street, called after Victor Bayley, grandson of Judge Wilson, is cut through the old Wilson Estate.

Euclid Avenue, substituted for Maple Street. Our national tree seems constantly to be getting in the way and must be moved.

Birch Street took the place of Beech Street, leaving that tree for London West, while London West changed its Birch Street for the aristocratic Cavandish.

Byron Avenue, more likely suggested by the village beyond Springbank than by the poet's name, replaced Alma Street, which was already in the north end.

Askin Street, for Col. J. B. Askin, who moved to London as Clerk of the Court, from Vittoria, in 1828, and retained his position till his death, November 15th, 1869. He built the first substantial home in the settlement, on the Wortley Road.

Cynthia Street and Theresa Street were named for his daughters.

Brighton Street, remnant of the effort once made to name London South "New Brighton." When Lorne Avenue was changed to Duke Street, Victoria Avenue became *Duchess Avenue* in honor of the Duke and Duchess of Argyle, she once again being apportioned the lion's share.

Edward Street and *Dean Street*, on the Parke survey, were named for Edward Dean Parke.

Cathcart Street, on the Macfie survey, for Robert Cathcart Macfie. Briscoe Street, Langarth Street, and Wreay Street, were named by the late Charles Hutchinson, Crown Attorney, after estates occupied by the Hutchinson family in Cumberland County, England.

The property from the Wharnclyff Road to the city limits was part of the Kent property, and when surveyed by Mr. John Kent was named Kensal Park, after Kensal Green in Old London.

Kensal Avenue was changed, somewhat to the family's disgust, by a too practical Council to *Pipe Line Road*, naturally drawing one's thoughts to a rough iron pipe under the ground, instead of to the beautiful grass and trees above.

Cove Road, the road through the cove, and Center Street, the street through the center of the cove.

South Street, the southern extremity of the cove.

Cove Lane, leading to the cove from Wharnclyff Road. All wisely marking the spot where Simcoe first dreamed of his Forest City.

Greenside Avenue, formerly Dufferin Avenue.

Orchard Street, named for John G. Orchard, the coal merchant, one of the oldest residents in the neighborhood; was Kent Avenue in the original survey.

Johnston Street, after James Johnston, who owned a brickyard on the site; took the place of Hill Street.

Railway Street faces the G. T. R. track.

MacAlpine Street, named for Dr. MacAlpine, a son-in-law of Mr. Kent's; and Malcolm Street, for his son. The names of Brookfield, Forest Hill, Woodward, Riverview, Wildwood, Greenwood, Avenues, named by Mr. Kent, are all thoroughly in keeping with the rural character of Kensal Park. Chelsea and Chessington Avenues were imported from England by Mr. Kent.

The new streets added to No.1 Ward since 1905, besides Carfrae Crescent, are: Ingleside Avenue, east from Ridout Street near Victoria Bridge, the name of the residence of the late Ephraim Park; Baker Avenue, south of Grand Avenue, after Thos. Baker, owner of the property; Erie Avenue, south of the Cove Road; Mackinon Place, after Mrs. John Mackinon, owner, daughter of the pioneer who enticed his friend over by writing that game could be had for the catching; MacKenzie Avenue, running through the property of Mr. Philip MacKenzie.

In crossing Kensington Bridge, we come to the site of the old Kensington suburb surveyed by Mr. Charles Hutchinson, on what was known as Nixon's Flats, where Applegarth tried to grow flax even before Peter MacGregor built his tavern at the Forks. North of that was the village of Petersville, on the original Kent Flats, built by Mr. Samuel Peters, pioneer butcher of London, who bought and surveyed land, building his home, "Grosvenor Lodge," on the hill overlooking his domain, proclaiming his Devonshire origin by the name chosen.

When the Council of 1898 undertook the arduous task of re-naming the streets in London West, it was impossible to please everybody; so they cut the Gordian knot by fastening their own names right and left. So we have, first of all, *Wilson Avenue*, for the Mayor, Dr. John Wilson, instead of the oft-repeated Center Street; Belton Street, for Ann Street South; Carrothers Avenue, for Peter Street; Cooper Street, for Bryan Street; Wyatt Street, for Maple Street; Meredith Avenue, T. G. Meredith being City Solicitor, for Elm Street; Douglas Street, for Ash Street. Irwin Street and Gunn Street were pioneer names, as the block had been lately surveyed, divided by Center Street; renamed Saunby Street for the proprietor. When it was proposed to name one street Jolly Row, in honor of Mr. George Jolly, the worthy alderman objected, as it was too suggestive of a street fight; and the irrepressible small boy will say things. Alderman Dreaney preferred that his name should embellish East London (where he had won his spurs), so *Dreaney Avenue* took the place of Alma Street East.

When one of the residents objected to St. Patrick Street taking the place of Queen Street, Alderman O'Mara silenced the opposition with the characteristic remark: "Faith, I doubt if there will ever be a dacenter man on the street than the same St. Patrick!" St. Patrick is evidently too decent for the neighborhood, as they are again advocating changing the name.

When St. Andrew Street took the name of William Street it was unchallenged, and naturally suggested that of Argyle Street to replace John Street; Beaufort Street to take the place of Mill Street; Euston Street that of Dufferin Street; Guelph Street that of Pine Street; and Cavendish Street that of Birch Street. These are all high-sounding names that pleased the civic ear, and were considered suitable for such an English town. The memory of the white cliffs of *Albion* was not disturbed.

Empress Avenue replaced Ann Street North, and Forward Avenue, named after an old resident on the street, replaced Oak Street.

Fernley Avenue, at the end of the survey, is a name suggesting woods and wild flowers.

Alicia Street, for the wife of Cameron MacDonald, who made the survey.

Agnes Street, for the daughter of Thomas Green, who lived on the property.

Grace Street, for a well-known character of London West, Dickey Grace, who lived for years in this neighborhood.

Napier Street must have been suggested by the aspect of the river at high-water, when there was something to fight.

Leslie Street and Alexander Street, both named for Alexander Leslie, who had a market garden in this block.

Lackey Street, named for a well-known old resident.

Charles Street, named for C. P. Smith, formerly well known as "Uncle Charley," of the firm of Smith & Chapman, hardware merchants in the city.

Edith Street, named for Mr. Chapman's daughter.

Caroline Street, after Mrs. Caroline Rich, who owned the property.

Paul Street, named by Dr. Farrar, who owned the property, for his old friend and partner in the grocery business, Anson Paul.

Oxford Street naturally suggests Cambridge Street, just south of it; and then why not Edinburgh Avenue?

Mount Pleasant Avenue leading to Mount Pleasant Cemetery.

Surrey Avenue suggests the Surrey side over the Thames in Old London.

Cherry Street, Walnut Street, Hickory Street, Chestnut Street, Hazel Street, all express the rural character of the neighborhood, which has had no commercial or manufacturing center to start from.

Delmige Avenue, on the property of Dr. James Wilson, was lately surveyed and named for his mother.

As London East was built on the pioneer farm of Mr. Noble English, it is natural that the family names should appear in the first survey till replaced by others more convenient or more suitable for the purpose. The first street after Adelaide Street, the eastern boundary of the Crown lands survey, is Elizabeth Street, named for Elizabeth Forsythe, wife of Mr. Noble English. English Street takes the family name. Ontario and Quebec Streets, named for the two most important provinces of the new Dominion. "Woodman Avenue," the family name of Robert Quick's mother. Lyman Street and John Street, changed to a continuation of Princess Avenue; Timothy Street, changed to Lorne Avenue; Franklin Street to a continuation of Dufferin Avenue, and Elias Street, were all named for sons of Mr. English.

Salisbury, for Lord Salisbury, Premier of England, the successor of D'Israeli in the Tory party.

Wolseley Avenue has been lately added.

Rattle Street, named for the pioneer, Dan Rattle, who kept a well-known hostelry on Adelaide Street in the old days.

Keyburn Street, named for a family who held property in the neighborhood.

Middleton Avenue, after General Middleton, who led the forces to quell the Riel rebellion in the N.-W. T.

Nightingale Avenue, so named by Mr. James Montford, an ardent admirer of Florence Nightingale, the mother of all trained nursing.

Charlotte and Dorinda Streets, on the Abbott survey, named for the daughters of A. S. Abbott.

The little group of names on the Glass, Walker and Hutchenson surveys has called forth a good deal of discussion as to who is who. Mary Street, for Mrs. Samuel Glass. Laura Street, for Miss Walker. Florence Street, for Mrs. Walker. The Colonel facetiously remarking, "We had better put the daughter between the two ladies to keep peace." Eva Street, for Miss Glass. Francis Street, named for Mr. Frank Hutchenson's son; Mabel Street and Ethel Street for daughters of Mr. Chas. Hutchenson.

Wilton Avenue, after a residential street in Toronto.

Brydges Street, Swinyard Street, Muir Street, Childers Street, named in honor of the G. T. Railway magnates.

Gore Street, a short street in the gore formed by the junction of Brydges Street and Wilton Avenue.

Ash Street, Elm Street, Oak Street, still seem delightfully fresh; but will no doubt soon have their names changed when business crowds in.

Egerton Street, named for Egerton Ryerson, the foremost educationalist of Canada.

Ormsby Street, Hackett Street, Dame Street, names in the Graydon family, who owned this block.

Grafton Street and Sackville Street, named for the two main streets in Dublin.

Campbell Street, named for John Campbell, ex-mayor of London, and a popular citizen of London for many years.

Kitchener Avenue and Roberts Avenue, a reminder of the South African heroes, by A. A. Campbell, of the Peoples Loan Company. Cabel Avenue, Mr. Campbell's cable word, compounded from his name.

Lovett Street, on the Park Survey, named for a son-in-law of Mr. Samuel Park, Governor of the Gaol.

Stedwell Street, an active oil man, a son-in-law of Mr. Park.

Lewis Street, formerly Oak Street, renamed in honor of the late Col. Lewis, a prominent citizen and former mayor of London.

Anderson Avenue, changed from Chester Street in honor of Murray Anderson, first mayor of London.

Pegler Street, for an old resident in the neighborhood.

Walker Street, in honor of Colonel John Walker, at one time registrar for London.

Carson Lane, named for the popular School Inspector.

Marmora Street, Mamalon Street, Inkerman Street, and Redan Street, in the Hammond survey, named for some of the battles of Wellington and of the Russian War.

Lansdowne Avenue, named for Lord Lansdowne, Governor-General of Canada during the time of the Northwest Rebellion.

Pearl Street, a favorite name given by one of the residents, with no special significance.

South Street, a continuation of the southern terminus of Colonel Burwell's original survey; since changed, but not registered, as Ottaway Avenue, a corruption of the maiden name of Mrs. Adam Beck, who is an earnest worker for the Hospital on South Street.

Nelson Street and Trafalgar Street call to mind one Englishman who had done his duty.

Rectory Street, eastern boundary of the original grant of Crown lands to St. Paul's Rectory by the Act of Governor Colborne.

Glebe Street, formerly called Hewitt Street, after Alderman Hewitt, changed to Glebe Street, as it was in St. Paul's Glebe or endowment lands.

Marshall Street, named for an old resident on the street.

Lyle Street, surveyed by the Rev. W. F. Clarke, son of the hero of Clarke's Bridge, who after many years returned to preach to the congregation his father had gathered together. He married Miss Mary Ann Soper Lyle, and with commendable taste chose the last and prettiest name to designate his street. It was at first only one block, but the City some time ago purchased land and carried it through to York Street.

Philip Street, on the Scanlan survey, for Philip Evans, an old servant of the Scanlan family.

Eleanor and Patrick Streets were named for Mr. Scanlan's father and wife.

Streets opened since 1905 are: Hyatt Avenue, named for owner of property, runs from Grey to Hill Street and Hamilton Road; and Webb Street, after Thos. Webb, landlord of the old Wellington Hotel, runs south of South Street.

It is a wise city that provides for its parks before it needs them, when land can be had for the asking; but one cannot always tell just where the city will center itself, and London had two grants, which were afterwards turned into building lots—one in the north end, northeast of Lake Horn, the other in the south, between Stanley Street and the Railway track, extending from Wortley to Wharnclyff Roads. Col. Mahlon Burwell deeded this land to the City for all time, to be called St. James Park. The name can still be traced in St. James Park P.O., the original name for London South, and in St. James Episcopal Church. The land deeded by the Crown for exhibition purposes, the old cricket square, formerly the Barrack ground, with its historic stump fence, was purchased for a park by the City, and formally dedicated with the name of Her Most Gracious Majesty Victoria by Governor-General Lord Dufferin in 1874. Salter's Grove was purchased and held for some time, while the City Council discussed the desirability of locating a park. In 1879 it was enclosed and named Queen's Park, and a special committee appointed to attend to its improvement and preservation. The completion of the waterworks system, in 1877, gave birth to Springbank Park, and the building of the London and Port Stanley Traction Road laid the foundation of Alexandra Park, near Lambeth, in 1906.

While her splendid road and railway system, her commercial enterprise, and her educational advantages have fulfilled Simcoe's prophecy of the Metropolis of the West, London is even more proud of her wide and shaded streets, her grassy lawns and boulevards, and her splendid parks, which make good the claim to her favorite title,

"THE FOREST CITY."

The Great Western Railway

COMPILED BY MISS GILKINSON FROM PAPERS
LEFT BY HER FATHER, THE LATE COLONEL
GILKINSON, OF BRANTFORD, AND READ
BEFORE THE SOCIETY, DECEMBER 15TH, 1908

Breaking Ground in London

On Saturday, 23rd of October, 1849, the ceremony of breaking the ground for this great national undertaking was celebrated at London. (a)

The directors of the Company having previously intimated their intention of commencing the work on that day, a grand public demonstration was held. Daylight broke on the eventful morning in all the splendor of an October day in Canada. From a very early hour the streets of London gave evidence of a holiday. The shops were decked out in their best style, and innumerable wagons filled with the hardy lords of the soil, and their merry families, poured into the town. At 12 o'clock the stores were closed; and shortly after the procession began to form at the Courthouse Square. About 1 o'clock, Sir Allan McNab, President, and Messrs. Tiffany and Carrol, Directors, came on the ground with Mr. Goodhue, and were led to their places in the procession. The band struck up its joyful notes, and the different bodies filed off the ground in the following manner, under the direction of Capt. Wilson, marshal of the day:

The Rifle Company, Artillery, Band of Music, the Temperance Society, the Freemasons, Pres. of Board of Police and Members, the Sheriff, County Judge, District Council and Wardens, Treasurer and Clerk of the Peace, Magistrates, the President and Directors of the Railroad Com., the contractors, Col. Talbot and invited guests, the committee, the Odd Fellows, the National Societies. Visitors and inhabitants of town and district not included in the above.

The Cortège moved along Dundas Street to Richmond Street, when it turned up north, passing the barracks and crossing the bridge at Lake Horn, and came to a halt on the left side of the road about a mile from the Courthouse. (b)

The windows of the houses were crowded with the fair daughters of London, and the procession moved on through the cheers of the crowds. The reader must remember that this event was in the year 1847. On the ground, preparations had been made for the ceremony; a wide space had been cleared in the forest around, and stands erected for the guests. The logs gathered from the clearance were

piled around. These forest galleries were crowded with people, and the ladies' stand was thronged with the beauty and fashion of the metropolis of the far West. The riflemen kept the ground clear in the center, and as the procession arrived the several bodies took up their stations around and inside of the large circle, forming, as it were, a spacious amphitheater. The number present was from four to five thousand persons. The whole scene was a splendid spectacle. The work which had drawn that mass of people together, the thought that this was the first attack on the Canadian forest by the steam engine, the blessings enjoyed by this country, were all summoned to memory by the happy, comfortable, prosperous people around, many of whom had recently come to Canada. The proceedings were opened by the Hon. George J. Goodhue, who made an excellent address. He drew a contrasted picture of what the country was a few years ago and now. They were going to have a steam railroad through the country, whereas now they had to travel by stage coaches. He alluded with great feeling to the appearance of Col. Talbot amongst them; he was the father of the settlement, and had to cut his way fifty years ago through a dense forest, and lived to see the land in the hands of the first-comers and having the comforts of an old and wealthy country. Mr. Goodhue then introduced Col. Talbot, who was to open the ground. The venerable gentleman then came forward, and, amid cheers, took the spade and inflicted the first wound on mother earth of the town of London, Canada West. The spade and barrow were the instruments chosen for the occasion. The usual ceremonies having been gone through, the thundering applause of the crowd, and a salute from the artillery battery echoing far and wide, told that the Great Western Railroad had been actually commenced. Col. Talbot said he congratulated them on the wonderful progress made throughout the country, and especially in his own district. He had spent his life in the London district, and felt great joy in the success of the great railroad. He concluded by thanking them for the great honor they had done to him; his days of speech-making were over, but that God would bless them in this and all other undertakings, was his heartfelt wish. Col. Talbot sat down amid loud and long cheers. Sir Allan McNab followed. He thanked the people of London for the good will they had shown to the company and the cordiality and spirit with which the demonstration had been got up; it was the people's cause the directors were engaged in. Sir Allan was loudly cheered. Ed. Matthews, Esq., then addressed them; it was an excellent speech. Geo. S. Tiffany, Esq., followed next; his speech was also to the front. Charles B. Stuart, chief engineer of the Company, was then introduced to the audience. He wound up by an energetic appeal to the people of Canada to put their shoulders manfully to the wheel, and the work would soon be carried through. The day was now well advanced, and Mr. Goodhue closed the

proceedings by calling for three hearty cheers for the Queen. The procession filed off the ground and returned to town, where it broke up. The whole demonstration passed off admirably, with the exception of the breaking down of the stand of the directors and guests, which only gave rise to some small jokes; no bones were broken. Not the slightest accident occurred to mar the general enjoyment.

In the evening a public dinner was given by the citizens of London in honor of the occasion. It was held at the Western Hotel; and at six o'clock about 120 gentlemen sat down. The spacious dining-room of the hotel was extended by throwing into it the large front room; there were two long tables, and a cross table for the chairman and all guests at the top of the room. The tables were beautifully ornamented and brilliantly lighted up with candles and sperm-oil lamps—gas and coal oil not being made in Canada in those days. Mr. Goodhue occupied the chair, supported on the right by Col. Talbot; Col. Horne, 20th Regt.; H. C. R. Becher, Esq.; Col. Airey and E. W. Harris, Esq. On the left, Sir Allan McNab; Major Fraser; L. Lawrason, Esq.; John Harris, Esq.; G. S. Tiffany, Esq.; Col. Askin; E. Matthews, Esq. At the top of the side tables were observed Mr. Sheriff Hamilton; Dr. Anderson; Charles Monseratt, Esq.; Mr. Peter Carrol; Jasper T. Gilkinson, Esq., Secretary of G.W.R.; C. B. Stuart, Esq., of Hamilton. There were present in the room a great many gentlemen of high standing and influence. The dinner was excellent. (c)

Messrs. Paul and Bennett deserved high credit for the dinner.

The cloth having been removed, Mr. Goodhue called on the company to fill their glasses, and proposed the first toast, the health of Her Most Gracious Majesty The Queen. The second toast was to Prince Albert and the Royal Family. Song by Mr. Wells. Third Toast, Governor-General of Canada. The Army and Navy. A song from Mr. Wonham. Col. Airey returned thanks for the Army, and Mr. Harris for the Navy. The next toast, for the President of the United States, Mr. Stuart returned thanks. Mr. Goodhue then gave the toast to the Railway Company. Sir Allan replied in a long speech; and before sitting down, he begged to be allowed to give a toast. About thirty years, in 1827, he (Sir Allan) and a party forced their way through Hamilton to London, to open a Court. It was with great difficulty they procured a shed to make their headquarters, and they found it was the property of their present worthy President, Mr. Goodhue. The change since then was miraculous. Who would have thought of seeing this splendid edifice erected at this early day, such as the town of London now boasted of! He proposed the health of Mr. Goodhue and the Town of London. Mr. Goodhue thanked them for the honor they had done him in associating his name with the town of London. He had come to the Talbot Settlement when he was twenty-one years of age, and

he must say he never regretted it. The Chairman shortly afterwards rose and said they had heard of all the oldest inhabitants—that ubiquitous gentleman who was always quoted as an authority. In Winter it was as cold as the oldest inhabitant ever remembered it, in Summer it was warmer than he had ever before experienced; but somehow or other no one ever met the gentleman in proper person. To-day, however, said Mr. Goodhue, “I think we have been more fortunate. I really think we have caught the oldest inhabitant this time.” (Loud cheers.) The Hon. Thomas Talbot emigrated to Canada in 1799, and founded the Talbot Settlement in 1803; and he (Mr. Goodhue) believed that no settlement in the country had been so perfectly successful as this. (Hear, hear!) Col. Talbot had left his country to benefit the poor man; he submitted to privation of every kind to attain his object; and he deserved the cordial thanks of the whole country. In Col. Talbot’s presence he would say no more, but call forth a hearty response to the health of the Hon. Thomas Talbot. Long and loud cheers greeted this toast. Mr. Choote Stanley sang in good style, “The Fine Old English Gentleman.” Col. Talbot then arose, and said, “I thank you, gentlemen, most heartily for the honor you have done to me this day. I have witnessed a scene which I can never forget, or hoped to behold in this settlement. It is an event never to be forgotten. I believe I am the oldest inhabitant. I have slept on this spot 55 years ago, when my best friend was a porcupine. We were often excessively hungry in those days, but we all used to declare that we never were so hungry as the night we ate the porcupine. (Cheers and laughter.) What a change has occurred since then! Now I see different beings around me—no porcupine—no bristles—but in their place a company of half-civilized gentlemen. (Laughter and cheers.) I wish you, gentlemen, all prosperity, and when I am laid under the sod, may you go on progressing. (Cheers.)

A toast for the Chief Justice and the Bench and Bar of Upper Canada. Judge Givins replied; and Mr. Becher responded for the Bar. He felt the toast was a very proper one on such an occasion; the Bar was an honorable institution of the Country, one of the chief safeguards of the liberty of the subject (laughter and cheers). I see, said Mr. Becher, that some gentlemen present are ignorant of the true position, the high importance of the legal profession; but notwithstanding, I am well assured that all reflecting men must feel that the Bar is one of the best palladiums of the rights and privileges of the people. (Cheers.)

The Chairman then gave the toast, “The Countess of Elgin and Fair Ladies of Canada,” three times three. The song, “Here’s a Health to all Good Lassies,” was sung in good style by Messrs. Street, Spalding and Wells, and Col. Talbot returned thanks.

The Press, Mr. George Brown replied. He said he did not come prepared to make a speech, as he thought Mr. Cowly was more competent; but it seemed Mr. Cowly suddenly disappeared, so left him (Mr. Brown) in the lurch. He was delighted to be here; and as a newspaper man he would do all he could to help the G. W. R. Why, sir, railroads (and especially this G. W. R.) have been our difficulty. There is not a nook or corner, there is not a hundred-acre lot in Western Canada, that the good folks who inhabit it are not thoroughly convinced is the very spot for the iron road to pass over. (Laughter.) Letters and long communications without end have been poured in on us from every direction, threatening the most fearful consequences unless the editor would come out for each man (laughter); and, sir, though I cannot say that these documents had much effect, yet I am free to admit that they caused us great annoyance. Such meetings as the present have a tendency to awaken a nobler spark; and when the great undertaking now commenced is operating, we will have a great national work of which we will all feel proud; and when we see thousands of our neighbors sweeping over our country, and dependent on us in a measure, we cannot fail to rise in our own esteem as a people. The toast, "Agriculture and Commerce," was replied to by Mr. Lawrason. "Education" was responded to by Mr. Elliott, District Superintendent of Education (afterwards Judge William Elliott). Mr. Spalding then gave the toast, "The Ladies," which was enthusiastically received. The party afterwards broke up happily, and well in the early hours of the morning. Thus ended the first great event in Canadian railroad history.

The Opening of the G.W.R. at Detroit, January, 1854.

The completion of the Great Western Railroad was celebrated at all points of the line during the second week of January, 1854. It had taken seven years in building it from Niagara Falls to Windsor. The completion of the Eastern Division had been celebrated at Niagara Falls and of the center at London. The people of Hamilton and Detroit had the honor of uniting in the final ceremonies. The Detroit Jubilee took place on Tuesday, 17th January, 1854. Long before daylight on Tuesday, the guests from the state of New York, to the number of four hundred, arrived from the Falls. So numerous had been the invitations in Hamilton and Toronto, that a second train was found absolutely necessary. Shortly after 7 a.m., the entire party, mustering nearly seven hundred, were on their way; more came on board at Dundas. The hills of Dundas were crowded with people, including old Mr. Klotz, of Preston Springs, to see the

trains pass on their way to Windsor. At Paris, Woodstock and London more came on board, and on leaving the last-named place, twenty-four cars were densely packed. The day was fine, and the track in excellent order. The first train reached Windsor before 5 p.m., and was greeted with an artillery salute from the Detroit shore. A deputation from the city was in waiting at Windsor, and all crossed in the ferry to the Dominions of Brother Jonathan. The reception was most cordial, and thousands of people greeted their guests on landing with hearty cheers. Militia Companies, both Cavalry and Foot, in splendid uniforms, formed a guard of honor; and also the Fire Companies with their engines. Every place was illuminated, as well as the immense freight shed of the Michigan Central Railroad Company, in which the dinner was served. This immense room was fitted up in a truly magnificent manner, and seated two thousand people. The dinner was prepared by our old friend, Cole Biddle, of the Biddle House. Two thousand half-famished guests did full justice to it; hardly one of the party had seen food or drink for twelve hours, and the way that the knives and forks were made to move, and the plates cleaned, and the champagne corks fly, must have been perfectly astonishing. The steamer Dart and the ferry boats were constantly plying between Detroit and Windsor, carrying over hundreds to the Canadian shore to welcome the guests that arrived by the two trains. The two trains of twelve cars each came in one after the other at Windsor, between 5 and 6 p.m., amid the cheers of the mass of people, mingled with the roar of cannon on both sides, and the waving of flags. The boats on the river were decorated with flags, which gave the whole scene a gay appearance. The new ferry boat, accommodating about a thousand people, brought over the guests, and it was crowded to the utmost capacity. They were greeted by the immense multitude at the foot of Woodward Avenue. On board were the Recorder, Alderman Ladue and U. Tracy Howe. The Waverly House, the Exchange, the Larned House and Johnston Hotel were particularly noticeable, each being a blaze of light from cellar to garret. British and American flags waved together. At 7 p.m. the guests were admitted to the dinner without any disorder, though it took an hour to seat them all. An imitation of a bridge and a locomotive was at the head of the center table; and in front of the chairman was a temple. They were objects of admiration.

After dinner, the first toast was for the President of the United States, responded to by Hon. Ross Wilkins, the band playing "Hail, Columbia!" He said: Heretofore we have been ice-bound and marsh-bound. If we wish to visit our friends in the east, we must start before the close of navigation; now we can go in winter as well as in summer. Many toasts and sentiments were offered. The company separated about 1 o'clock. The next day, shortly before 12 o'clock, the last ferry crossed to Windsor—the guests exchanging

parting cheers as the cars moved eastward. Everyone was pleased with the hospitality of the people of Detroit. Just fancy having to provide two thousand beds for the people in Detroit in 1854! They must have had a bed in every nook and corner.

Hamilton Demonstration, Thursday, 19th January, 1854.

Hitherto, not a single accident had occurred to mar this auspicious event in the final accomplishment of one of the most important works that has ever been made in the history of Canada. The excursion train from Detroit arrived here at 3 p.m., and was welcomed by a royal salute of twenty-one guns by our artillery. At 11 a.m. a public procession was formed in the Gore, headed by Alfred Booker as captain of Hamilton Artillery, accompanied by the company with their guns, in order of march, next. St. George's, St. Andrew's, St. Patrick's, and the Highland Societies followed; but we missed the piper, Mr. Grant, who was sick at his home. The different fire companies of London, Paris, Dundas, and Galt; our own brigade, hook and ladder; then the Mayor of Hamilton and the Mayor of Rochester, arm in arm; the magistrates and members of the City Council—all accompanied by their bands. The fair sex crowded every window and balcony. At the corner of James and King Streets the fire department erected an arch, and when the Mayors reached it, a halt was called, and Scott's Rochester Band immediately struck up the National Anthem amid cheers and waving of handkerchiefs. A call was made for Yankee-Doodle, to which the band responded amid cheers.

Universal regret was felt that Sir Allan McNab was absent, being confined to his bed. In the afternoon a deputation from the artillery waited on him, and stated that they wished to honor him with a royal salute, if his health would permit it. The gallant knight expressed himself highly gratified by their kind attention; and the whole company, accompanied by a large concourse of people, went up in the evening and fired twenty-one guns in honor of the father of the railway. Sir Allan briefly thanked them from his bedroom window, and after giving three hearty cheers, the whole crowd returned to the city. A dinner was given by the Fire Brigade to their guests in the City Hall, at 4 o'clock. Over six hundred sat down. The usual toasts were given amid hearty cheers and laughter.

The dinner given by the Mayor and Corporation took place in the Mechanics' Hall. It was 8 o'clock before the guests sat down. The Chicago train, with Milwaukee and Detroit guests, did not arrive

until 7.30 p.m. Mr. Davidson, of the City Hotel, provided the dinner, which was most sumptuous, and regardless of expense. The beautiful and spacious hall was comfortably filled. About three-fourths of the guests were from the United States. The chair was filled by the Mayor, Mr. Cummings; vice chair by Aldermen Clarke, Sadlier, Magill, and Councilor Sphon. The Rochester band was in attendance and it contributed greatly towards the pleasure of the evening.

On the removal of the cloth, the following toasts were proposed: "The Queen," "The President of the United States," "Judge Whipple, Chief Justice of Michigan," responded to by Gen. Rowan. The toast, "The President and Directors of the G.W.R.," to which Mr. Harris replied. The chairman next gave "Our Guests"; Mr. Meeker, of Chicago, responded, and the Hon. J. Hilliard Cameron replied on behalf of the Canadians. The sixth toast was to "Our City Member," Sir Allan N. McNab; W. L. Distin, Esq., responded. He felt sorry that Sir Allan was not present to answer for himself, he being ill. He believed that every man in the room would say Sir Allan had done as much as any man in the Province. (Cheers.) He was the greatest man (cheers), now that the railroad was finished. It was through the greatest efforts of Sir Allan that the road was built. I also may say here that the secretary, Mr. Jasper T. Gilkinson, deserves great praise for the arduous work he has performed. It was no easy task to be secretary of the Great Western Railroad, and for nine months the work was done in his private office, before the company had one of its own. To the toast for "The Mayor and Corporation of the City of Hamilton," the Mayor, Mr. Cummings, returned thanks. He said that the value of property had more than doubled since the railway began. Ald. Sadlier said the toast he would propose would be, he felt, received with pleasure. Those who knew anything of the road, knew that the work was deferred longer than was anticipated. American capitalists had come to our rescue and had thus been the means of inducing English capitalists to do so also. He would give the toast, "English and American Stockholders of the Great Western Railway." Mr. Brydges responded. Replying to the next toast, "The Mayor and Corporation of Detroit," Mr. Lothrop said he would not emulate that man who would not respond for his home. It would not be an Anglo-Saxon heart that would be unmoved by such a reception as this. Detroit was never disgraced but once; but he promised, as a Yankee Boy, it should never happen again. It was under the American Flag. (Great cheers and laughter.) Detroit was happy to be thus connected with Hamilton. There was nothing to divide her and her people from these broad provinces, save by a division of forms. We speak the same language, and are of the same stock. He would propose "The health of Canada and the States," and may good will flow, and intercourse ripen into a more intimate, social and commercial union.

Alderman McGill replied with feeling to the toast, "British Empire." Mr. Councillor Sphon proposed a toast, "The Press and the Railway Enterprise," to which Mr. Clark, of the Buffalo Express, responded. Judge Whipple, of Michigan, proposed "The State of Wisconsin"; Mr. Rufus Gain, from Wisconsin, replied. Chief Justice Williams, of Iowa, responded to the toast of "Our Canadian neighbors, our nearest and dearest foreign neighbors." He said he came from Iowa, the youngest and most westerly city of the American Union. He said he got into the crowd accidentally, but he discovered he had fallen fairly on the track. He gave a sentiment complimentary to the city of Hamilton, to which Alderman Carpenter responded. It was 2 o'clock before they broke up, all being happy and pleased over the celebration. Thus ended the first great event in the history of Upper Canada. (2)



THE FIRST LOCOMOTIVE, 1853

Notes by Cl. T. Campbell, Ex-Pres. London and Middlesex Historical Society

(a) The first railroad corporation in Canada seems to have been the Champlain and St. Lawrence Railroad Company, chartered in 1832—only a few years after the first locomotive was constructed in England by Stephenson. The object of the road seems to have been to connect Montreal with the nearest navigable water to New York; and in 1836 it commenced operations, running from St. John, near Montreal, to Laprairie. It was a wooden road, and operated by horse power. It commenced running in 1836, and was the first link in the chain that afterwards became the Grand Trunk Railway Company.

About this time, the people in London had their attention turned to railway matters; and as a result, on March 6th, 1834, a Company, called the London and Gore Railroad Company, was chartered by

the Legislature of Upper Canada. (4, Wm. IV., Chap. 29.) The following persons were the incorporators: Edward Allan Talbot, Thomas Parke, George J. Goodhue, Allan Napier McNab, Colin Campbell Ferrie, John McFarlane, Wm. Robertson, Thomas Gibbens, Lawrence Lawrason, Dennis O'Brien, John Scatcherd, James Hamilton, Joseph Cowley, Nicholas Gaffeny, Joseph L. O'Dell, John O'Neil, James Farley, John Jennings, Harvey Shepherd, John Kent, Albert S. O'Dell, Henry Shennick, Hiram D. Lee, William B. Lee, Burley Hunt, Nathan Griffith, Andrew Drew, Robert Alway, Peter Carroll, Charles Duncombe, Thomas Horner, Oliver Turner, E. A. Spalding, George W. Whitehead, Peter Bamberger, Manuel Overfield, James McFarlane, James Bell Ewart, Thomas J. Horner, Joseph Grier, G. W. Bremyer, Nathan Jacobs, Charles Goulding, Thomas U. Howard, Thomas J. Jones, James Ingersoll, John Young, John Wier, A. McDonell, William Bull Sheldon, Ebenezer Stinson, Samuel Mills, Peter Hunter Hamilton, Abraham K. Smith, Joseph Rolestone, Thomas Taylor, Henry Carrol, Calvin Martin, James Ritchie, E. Jackson, Jedediah Jackson, Welcome Yale, Luke V. Sopor, Ira Schofield, Mahlon Burwell, Andrew Miller, David Archibald McNab, William Notman, Matthew Crooks, Oliver Tiffany, Plumer Burley, George T. Tiffany, Edward Vanderlip, Oliver G. Tiffany, William Case, A. Smith, John Law, and Miles O'Reilly.

Nearly all these people, it will be seen, were residents of London, or vicinity. They received authority to construct a road of wood or iron, commencing at London, and extending first to Burlington Bay, and then westward to the navigable waters of the Thames and Lake Huron. It may be noted that early railroads were looked upon simply as portages to connect navigable waters. All the first roads chartered in Canada were of this description. London was made the headquarters, and the first meeting was appointed to be held in this town on the 1st Monday of April, 1834, providing £25,000 of stock had been subscribed. If not, then a special meeting was to be called whenever that amount was subscribed. The limit of stock was fixed at £100,000, issued in 8,000 shares of £12 10s. each. This amount to be doubled when construction from London commenced westward.

Government ownership of railroads was evidently looked upon by some people as a possibility, for by clause 22 of this Act power was taken for the Government, after 40 years, to buy out the Company at 20 per cent. premium, providing the road had been paying a dividend of 12 per cent.

The promoters of this Company found some difficulty in getting money, and the preliminary meeting for organization was not held until June, 1835, when a number of the shareholders met at "O'Neil's Inn," or the Mansion House, situated on Dundas Street, about where Perrin's Biscuit Factory now is. Thomas Cronyn was Chairman, and Wm. Robinson, Secretary. It was found that many

of the subscription lists that had been issued were not in, and it was impossible to tell who were the shareholders to any great extent. Those present, however, proceeded to organize, and elected seven directors, the understanding being that several of these would resign as soon as a full list of shareholders could be obtained, and make way for others, so that the board would be fairly representative of the different localities in which other holders resided. Difficulties still continuing in the way of obtaining the money, the directors of the Company approached the Legislature again, and obtained an amended Act on March 6th, 1837 (7, Wm. IV., Chap. 61). This Act changed the title of the road to Great Western Railroad Company, increased the stock to £500,000, and made provision for a government loan equal to three times the amount subscribed,—the loan not to commence until £1,250 of stock had been taken up, and the maximum of the loan not to exceed £200,000.

Authority was also given the Canada Company to connect Goderich with this line. The Niagara and Detroit Rivers Company had been organized a short time before, and it was also given authority to connect with the Great Western. In order to protect the government in its loan, provision was taken by another Act at the same session (7, Wm. IV., Chap. 62) to levy a tax on the districts of Gore, London and Western, in order to make up any deficit in the interest on the debentures issued by the Government for the purpose of assisting the railway. However, with all the help offered by the Government, this enterprise seemed to have been too big a scheme for the promoters to handle. The money was evidently not forthcoming, and the enterprise lapsed. But only for a time. In 1845 an Act was passed by the Parliament of the united Provinces (7, Vic. VIII., Chap. 86), reviving the original Act of incorporation, and amending it, reconstituting the Great Western Railroad Company. (This title was changed four years later to Great Western Railway Company.) The Act of 1845 gave this revived company, which included not only the original London and Gore, but also the subsequent Niagara and Detroit Rivers Company, power to build from London westward to Pt. Edward and the Detroit River, and eastward to Niagara River. The stock was placed at £1,500,000, to be issued in 60,000 shares of £25 each.

The first meeting was called for the 1st Monday in February, 1846, for the election of seven directors. Thus the Great Western Railway commenced, and in a short time it was enabled to start operations.

The people of Canada were very enthusiastic about railroads; but they did not have much money to invest. Out of 60,000 shares of stock in the Great Western, only 5,000 were taken in Canada; and 55,000 in England. One-fifth of the Canadian stock was taken by little London. The Canadian Government, however, was quite

liberal; for it advanced £770,000 under the Main Trunk Guarantee Act of 1849.

(b) The breaking of ground for the railroad, as described in the paper, shows that the ceremony took place on the vacant lot on Richmond Street, where Hyman's Tannery is now located, and this was evidently intended as the site for the station. How, then, was it changed? The original survey of the Great Western line was done with a view to economy. At the eastern end it passed along the high land south of Hamilton, thus escaping the heavy grade entering that city. At London it was intended to run through somewhat in the course followed by the C. P. R. subsequently; in this case escaping the expense of the Cove Bridge, and also much of the grade called Sifton's Cut. But the Company was in need of money, and Hamilton and London were important places, whose assistance could not be dispensed with. There was sufficient influence at Hamilton to bring the line down to its present location; and a similar condition existed in London. A resolution of our Town Council, passed on May 13th, 1850, asked Parliament to give municipalities power to take stock in this Company, and this was permitted by an Act passed July 24th, 1850 (12 Vic., chap. 129). London at once took £25,000 stock, which it held for several years, the Mayor being one of the directors of the Company. But while willing to take stock, a condition was that the station should be located on Richmond Street, south of Dundas. It is noticeable that at the ceremony of breaking ground, described in the paper, not a single one of the members of the town council is mentioned. Opposition to the location was already very pronounced. At a meeting of the directors, held in the beginning of 1851, a delegation from the town council, consisting of Messrs. Edward Adams, M. Holmes and M. Anderson, appointed for the purpose, attended, and pledged the town that if the depot was built on the site proposed by the latter, it should not cost over £2,500; and at the meeting of the Council, in March 3rd of that year, they, by the casting vote of the Mayor, assumed the responsibility.

The Council had previously suggested the land used for market purposes at that time, on the north side of Bathurst Street, east of Richmond, as a suitable site; and this being accepted by the directors, the Council, on the 15th March, 1852, ordered the land to be cleared for the use of the railway by removing the market building to Wellington Street, near the corner of King, where it was placed in the middle of the street. The directors found that they could not do without London's contribution to the stock, and consented to the wishes of the municipality, though by so doing they materially increased the cost of construction as well as of maintenance.

(c) The bill of fare is a cumbersome document, printed on a thick sheet of paper fourteen inches long, with a heavy border, and surmounted by what is supposed to be a representation of a railroad

train, the passenger coach being a facsimile of the ordinary stage coach of the time. The face of it reads as follows; the reverse gives a wine-list of sixteen articles.

WESTERN HOTEL.

PAUL AND BENNETT.

RAILROAD DINNER.

BILL OF FARE.

London, October the 23rd, 1847.

Roast.

Beef, Pork, Veal, Lamb, Mutton, Turkey, Chicken, Ducks, Geese.

Boiled.

Turkey with Oyster and Cranberry sauce, Ham, Corned Beef,
Chicken, Tongue, Calf's Head, Mutton and Veal.

Vegetables of the Season.

Cole-slaw, Tomatoes, Cress, Celery.

Pastry.

Pies—

Apple, Cranberry,

Mince, Pumpkin.

Puddings—

Rice, Plum,

Apple.

Fruit and Nuts.

Grapes, Raisins, Almonds and Walnuts.

(d) The first train came into London, Thursday, December 15th, 1853. It was a dull day, and the weather was by no means summery; but the people were out on the streets watching for it all the day. It left Hamilton early in the afternoon, and the evening shades were gathering before it arrived. It carried some of the leading officials of the Company; and had for engineer, John Hall, who was subsequently killed in a railway accident at Bothwell, in 1862. The fireman was Thomas Brock, who subsequently kept a fish stall in the London Market. Mr. Wm. Bowman, of London, was on the train in an official capacity; and gave this graphic account of the first trip, in the London Advertiser of December 19th, 1903.

" As I remember it, the weather was cold and raw, and the mud along the line was simply appalling. I was mechanical superintendent of the Great Western Railway at the time, and came in my official capacity on the first train to London.

" The train consisted of a locomotive and a couple of cars ; and besides myself, General Manager Brydges and Construction Engineer John Clark were aboard. Mr. Clark was the man who built the road, and was also state engineer of New York.

" We left Hamilton, where I was living at the time, early in the afternoon, and it was near dusk when we arrived at London. The time was very slow, slow even for those days, owing to the condition of the roadbed ; and it was my opinion at the time that it was a foolhardy notion to attempt the trip on such a roadbed. The rocking of the coaches was frightful, and I thought at times we would go into the mud in the ditch.

" We stopped at all the stations along the line, but it was difficult to leave the coaches, as there was no platforms as yet erected, and the mud was too deep to wade into. Woodstock was the largest place between Hamilton and London in those days, and it was small enough to be ridiculous.

" We made the journey without incident, however, and upon our arrival in London we were met by a large crowd of people, who had awaited our coming. There was a great cheer from those present, and then we were met by Mr. Edward Adams, who was mayor of London at that time, and a number of councillors and prominent citizens, and escorted to Mr. Adams' residence, where a banquet was tendered the railway officials.

" I well remember the speeches of the evening, and how pleased the people were to have railway connection with the east. Previous to the entry of the Great Western Railway into London, the only connection the city had with the outside world was by stage coach, and these coaches were principally owned by a Mr. Kiely, who afterward owned the Toronto street railway. The stage coaches made their stopping-place at the corner of Dundas and Ridout streets, at the old Robinson Hall.

" The station at the time was a little frame building, which was shortly afterwards replaced by the present structure. The roundhouse, however, stood the same in 1853, when I first saw London, as it stands now."

It may be added that this seems to have been the first train operated in this Province. The first train on the Grand Trunk, from Montreal to Brockville, ran on November 19th, 1855 ; and the line was opened into Toronto, October 27th, 1856. The Northern Railroad commenced operating between Toronto and Collingwood in 1855.

The Caradoc Academy

BY REV. JOHN MORRISON, ALVINSTON

MARCH 16, 1909

This fair Province of Ontario was not settled or cultivated in any part, save a narrow fringe of French along the shores of the Detroit River and Lake St. Clair, an offshoot of the Cadillac colony at Detroit, until the year 1784, when the several provincial corps doing duty in the Province of Quebec were reduced, and, together with many United Empire Loyalists, established themselves in this Province, chiefly along the River St. Lawrence and the Bay of Quinte. Following this came some of the men who had served under Colonel Butler in "Butler's Rangers," and other disbanded troops and loyalists, a list of which we have, totalling one hundred and twenty-eight, asking for (and their request was granted) a location on land in the southwest portion of the County of Essex. This was within the years 1787 to 1790. In 1803 Colonel Talbot founded in Elgin County the Talbot Settlement; and the same year Lord Selkirk sent one hundred and eleven of his Highlanders, who founded the "Baldoon" Settlement on the Sny Cartie. The Canada Company, under John Galt and Colonel Wm. Dunlop, settled the "Huron Tract" in the late twenties. Thus was the skeleton of our provincial body builded joint by joint.

The education of the children of the colonists very early commanded the attention of those in authority (Crown Lands Report, 1900; p. 71). On February 7th, 1789, proclamation was made from the Council Chamber, Quebec, for the government of the Land Office Department. In these instructions, a town plot one mile square was provided for in each township, and in that town plot there was to be a lot on which should stand "a common schoolhouse," "a town park for one schoolmaster, common to the town" (this was to contain twenty-four acres), also "a glebe for one schoolmaster, common to the town"; and in the township, "one farm lot of two hundred acres for the schoolmaster."

Educational difficulties and peculiarities were apparent in that far-away time. In a letter from the Anglican Bishop of Quebec, dated 19th October, 1799, his Lordship calls attention to the disadvantage under which the Province has long labored from the want of schools (Dom. Archives, 1892; p. 22). The report which accompanied this letter considered the requirements of three classes of schools. "(1) The parish schools to teach reading, writing and the keeping of accounts. (2) Grammar schools, where pupils of the *middle class* may learn to speak and write their mother tongue with critical precision, and to acquire such a knowledge of foreign languages, living and dead, as may be useful in their future career. (3) A superior seminary or university, where youths of a *higher rank*

may receive an education to fit them for the important and dignified stations to which their situation in society authorized them to aspire."

In 1800, on the 1st of November, Lieutenant-Governor Sir Robert Shore Milnes, in a letter addressed to the Duke of Portland, (Dom. Archives, 1892 ; p. 9), says : " However excellent in itself the new constitution may be which His Majesty has graciously been pleased to grant to the Province, I conceive the foundation of it must rest upon a due proportion being maintained *between the aristocracy and the lower orders of the people*, without which it will become a dangerous weapon in the hands of the latter. Several causes at present unite in daily lessening the power and influence of the aristocratical body in Lower Canada."

That this same idea of the *classes* versus the *masses* was carried into Upper Canada when, in 1798, Quebec was divided into Lower and Upper Canada, appears from the documentary evidence (Dom. Archives, 1898 ; pp. 65, 71). Under date 12th October, 1831, Rev. Dr. Strachan reports that " the buildings erected for Upper Canada College and Royal Grammar School are nearly completed." Under date 12th December, 1831, Sir John Colborne reports to the Right Honorable Lord Viscount Goderich on education as follows : " The school lately established at York for the instruction of the youth of the Province in the Greek and Latin classics, English, French, mathematics and design, is conducted by a principal and seven under-masters. The day scholars receive their education at the school for £8 per annum, and boarders may be accommodated at a boarding house of the establishment for £25 per annum. The seminary is styled Upper Canada College and Royal Grammar School. About 120 pupils from different parts of the Province have been admitted. The institution is under the Lieutenant-Governor and Board of Education. An institution, supported by His Majesty's Government, is also established at York for the instruction of *the children of mechanics and laboring classes* ; it is called the Central School, and about 300 boys and girls generally attend."

By these things it is so clear that " He who runs may read," that it was the determined intention on the part of the powers that were to build up an aristocratic class as separate from the *hoi polloi* ; and the school system, paid for from the public funds, was to be used in the furtherance of that scheme. Well might the ploughman bard of bonnie Scotland say—

" The best-laid schemes o' mice and men
Gang aft a-glee,"

and, to-day, over their cherished plans might be written, " Ichabod " ; for the democratic life of the founders of our country, largely begotten by a somewhat common condition, irrespective of the past in family lines, frowned upon such attempts at segregation along arbitrary lines. Nevertheless, at the time, it exerted its influence, and

proved, possibly, the largest factor in bringing into being some, at least, of the numerous private schools that were established. Ex-Minister of Education, now Senator, Ross, in his "School System of Ontario," says: "It should not be forgotten, however, that private schools, as local necessities warranted, were established, some of them conducted by men with a university education."

The Caradoc Academy, one of the best private schools in the Province, was situated on the Longwoods Road, some five or six miles west of Delaware. The founder and principal of the Academy, William Livingstone, commonly called Squire Livingstone (he being in later years one of Her Majesty's magistrates), had taught in the schools of Caradoc and Ekfrid for some years, and having acquired a farm on the west side of the Longwoods Road at the point indicated, he, in the year 1833, opened the Academy. It was a residential school with provision for eighty pupils, and at one time the attendance was as high as eighty-eight.

Principal Livingstone was a Scotchman, bred and born, and brought up a Presbyterian, but became an Anglican, and a most determined supporter of that church. He was a man of stout build, medium height, with a florid face. His wife was a confirmed invalid and seen by only a few of the boys, but described by one still living as "a dear old lady." His sister, Mrs. Ross, a widow, was matron and housekeeper.

The house was a two-story one, with several wings added to the original building, and wide verandas all around it, and surmounted by a belfry in which hung a bell by which the general proceedings of the institution were regulated, and which, as will be later shown, lent itself to the mischievous tendencies of the pupils. On the ground floor was the school kitchen, parlor and dining-room. The second story contained the dormitories where the students slept. Each sleeping-room had five or six double beds.

An extensive campus or playground, finely adorned with ever-green trees, separated the house from the school, which, like the house, was a frame, and painted white. The school building was one story in height and forty by sixty feet in size. Back of the campus were the farm barns, still standing, the only buildings in evidence of what was once one of the first schools in the Province from which students matriculated for the higher work of the university.

The Academy was purely a boys' school, and one of the students says: "I can fancy the horror of our Domine if anyone had suggested the admission of a girl into our school. We did not have any romances, being of the opinion that women were a decided nuisance, and therefore to be avoided—except at meal times." *

* Mr. W. F. Bullen, of London, says that when he attended the Caradoc meetings, in the forties, girls were admitted, and mentions the names of several London ladies who were students there.—Ed.

The regular daily routine has been given me by one of the students. At six o'clock the bell rang out its warning, and before that note no boy was allowed to rise or make any noise in the dormitories. At the sound of the bell every boy must rise, dress and wash, the latter being done on one of the verandas downstairs, where there were about twenty tin wash-basins, then hurry back to his room, brush hair and clothes, adjust collar and tie, and present himself ready for the duties of the day, which began with prayers in the dining-room at 6.30, conducted by the Principal. Then the students were marshalled outside, and four abreast, the Principal leading, the other teachers bringing up the rear, they were marched to the school, where classes were held until eight o'clock. At that hour the bell rang for breakfast, when in the same order they were marched back for that meal. The places at the table during meals were assigned according to merit in the classes, so there was continuous change in the placing of the boys at table. The food was wholesome, abundant, and well served. A rigid observance of the laws of etiquette was required by Principal Livingstone of the students at meals, demerit marks being given for neglect in that line, which entered into the total in their school count. Thus they were taught good table manners.

Eating, like everything else at that school, had to be done quickly, so that a new boy only secured a few mouthfuls the first meal; about a half meal the second; and, the necessities of hunger driving him, he usually fell in line about the third. As there was no waiting one on another, and when the Principal ordered "return thanks," they stood not on the order of their going, but went at once, each boy repeating a set form of "returning thanks," the while he hastened from the dining-room.

Until the nine o'clock bell rang they played; and they had to play as they worked: the Principal saw to it that there were no laggards. It was the strenuous life in real earnest. The military order of going to and from the school was repeated at each session. The forenoon classes continued until twelve, noon, when they were marched over to the house and given a lunch in hand, usually of bread and butter; then games and sports on the campus until half-past one, when dinner was served. This was the meal of the day, a full half-hour being given to it. Lessons again until five, when tea was served; play until six, during which the servants cleared the dining-room, to which they were again called, and there studied until eight-thirty, when they were free, unless taking drawing, when the half-hour until nine was occupied in that way. At nine, sharp, the retiring bell rang, when every boy (save the Sixth Form, who might remain up until ten), retired at once.

The school had three double desks running the length of the room, at which the boys sat facing each other, while a row of desks ran around the outer wall; the staff of four teachers were engaged in teaching in different parts of the room at one and the same time.

On the Sabbath, the students (the older ones, at least) were driven in two large covered conveyances to the Anglican Church at Delaware, where the Squire had a block of pews reserved for his boys. Every second Sunday, Archdeacon Flood in the afternoon conducted service at the Academy.

Baseball and cricket in the summer, and in the winter (on a large pond in a near-by field on the farm) skating and shinny were popular games. Cricket matches were held between the Academy students and those of the London Grammar School. Match days were school holidays, and most intense excitement prevailed among the students, followed by great rejoicing on a victorious ending, and corresponding depression of spirits when defeat came to their colors.

No romance and no tragedy was ever known in the Academy—the rigid discipline of the Principal precluding the possibility of either.

In his large covered conveyances, the Principal was accustomed to take the students in relays to points of interest and beauty in the vicinity; and at intervals of two months each student was taken to London. These excursions were on Saturdays, and took away from the monotony of rigid routine life in the Academy.

A fine code of honor was maintained in the school; and while in the heat of passion caused by some boyish prank, the Principal would offer five dollars to anyone who would point out the guilty party, that tempting fortune to many a schoolboy was never claimed; and when he had calmed down, the boys all knew he was proud of them because they had not told. A talebearer needed only one lesson; and occasionally a new boy proved to be a telltale. The Principal would listen attentively to what he had to say, then invite him to wait and hear the confession, and witness the punishment of the party complained of. This he did, thinking he had won golden opinions from the Principal. The guilty party having received punishment commensurate with the offence, the Principal would then give his undivided attention to the informer; in a curt, terse lecture, tell him what a despicable mortal a sneak and telltale was, and then proceed to give him the thrashing of his life. On leaving the presence of the Principal, the sixth form would be "laying" for him; and by the time they had done with him, he was soundly converted to the code of ethics of the Caradoc Academy, and could be depended upon not to repeat his heinous offence.

Here are brief character sketches of the Principal and his staff, condensed from items gleaned from students of the old Academy, during some of the twenty-four years of its existence, during which it drew students from as far as Windsor, on the west, and Quebec, on the east, being recognized as the foremost school of its class in the Province.

William Livingstone, Principal—a Scotchman of medium height and strong build, with a florid face; a good English scholar with some knowledge of Latin; a rigid disciplinarian who would and did flog his students unmercifully; but a man who prided himself in being perfectly just, and who instilled into his boys a splendid manly

spirit; and in spite of his harshness at times, says one of his students, "we rather liked the old boy." Liquor was kept in the cellar, as was customary then in most homes, but it was used only with which to treat visitors, and never at the table during meals, which the Principal and his staff took with the students. An unwritten law of the school was that differences in opinion might be settled with the fists in true prize-ring style, the sixth form always to be depended upon to see fair play; and after such contests, the contestants must shake hands and be friends again, the Principal never interfering on such occasions. "In fact," says one, "it was quite certain the Principal, if in sight, would be diligently scanning the horizon in another direction." He was a typical Scotch Domine such as is pictured by Scott and other old-world writers, and we shall never see his like again. He made it a rule never to punish a boy his first day in the school; but the older students had an initiatory ceremony through which they put the greeny, that usually made him sorry he was not under the lash of the Principal instead. He gave his students six weeks' holiday in midsummer, commencing July 1st, and two weeks at the Christmastide. Most of the students went to their homes at those times; but occasionally some from the greatest distance away spent the holiday as guests with their comrades in homes not so remote.

One of the peculiar rules of the school which flavors of Dickens' picture of Dotheboys Hall was this: "Once a month was medical Saturday, when each pupil had a dose of salts and senna, whether he required it or not."

One of his students recently told us that no father of that day needed to hesitate about putting his son into the charge of Squire Livingstone, for his high code of honor, exact justice, and rigid discipline would develop, if anything would, every manly quality of which the boy was possessed.

Another teacher was H. F. Ellis, a Trinity College, Dublin, man. "A very formidable character—tall, slight, and gentlemanly."

Mr. Handy was another teacher; of medium weight, dark complexion, and no peculiarities, but a good teacher and disciplinarian.

Permit us to give, in his own words, in a personal letter, by one who spent three years in the Academy, a character sketch of another: "John Anderson, M.A., the classical master, one of the best Latin and Greek scholars that I have ever met. A tall, lank Scotchman, with a big red nose, which he used to fill with snuff by the handful, and which he used to blow like a trumpet sounding the charge for a cavalry regiment. Withal, the simplest, kindest-hearted mortal I have ever known, who firmly believed in ghosts, fairies, pinkies and other supernatural appearances. Like the Principal, who was a devoted chess-player, and every evening played a game with one of the staff or senior pupils, his one recreation was chess. He used to sit and glower at the chessboard until I thought he was going to sleep. Of all the masters I have ever

been under, I loved poor, simple John Anderson the best. If you felt like telling him the most improbable tale, poor man, he would ejaculate: "*Oh, aye; fair wonderful!*" He never punished a boy whilst I was there, although numbers of them richly deserved it for the tales they would cram him with."

The same student tells us of the putting on, at one of the Christmas examinations, Shakespeare's *Julius Cæsar*, "when we were supposed to have covered ourselves with glory, by the way we sported and strutted on the stage (improvised in the schoolroom). I have no doubt it was the most vilely-acted play, but even Henry Irving could not be so proud of his successes as we were that day."

The usual pranks of schoolboys were common. Slipping the linchpins from the farm wagon, when some hired help had displeased them by telling tales, so the wheels would come off and drop the load on the ground. Under cover of darkness, bringing in over the verandas, in pillowcases, apples bought or commandeered from neighboring orchards. Cutting the cords on the old-fashioned bedsteads, so that when a boy lay down for the night everything would drop to the floor. Through the upper windows climbing out on the veranda, then gaining the roof, fastening a fine cord to the clapper of the bell, bringing the cord through the window, which was lowered, leaving room only for the cord to play, then under the foot of the bed and bedclothes and fastened to some boy's foot, who manipulated it to the disturbance of the entire school and the driving to the verge of apoplexy through anger, the Principal, who vainly tried to find out the culprit. When the search became too hot, the cord was let go, and next morning would be found floating on the breeze.

At one closing for Christmas some boy with more mischief than ordinary, and a dark spirit of cruelty to boot, put up a stunt unequalled in the history of the school. Having fastened a line to the bell clapper of sufficient length to reach the ground, he fastened a number of short pieces to the ground end, then a fish-hook well baited with fresh beef to each of the short pieces and dropped this formidable preparation over the veranda to the ground. The Squire kept a large number of cats, and for these it was prepared. In a very few minutes every cat had a piece of meat and a fish-hook and each one going his several way, while the ringing of that old bell woke the slumbering echoes of all past time, to which was added the caterwauling of the cats. It was the eerie hour of midnight, and the passionate voice of the justly irate Squire could be heard, in lulls of the storm, trying to unravel the mystery, not knowing but what his whole colony of cats had been suddenly seized with madness. Fortunately for the perpetrator, he was never found out.

In 1857 the Caradoc Academy went out of business. It was destroyed by fire—set, it is generally maintained, by some pupil smarting under the severity of punishment meted out to him by the rigid Principal.

Says one of the students, now an honored Judge in this Province, "I believe that our boys were as fine a lot of independent, manly fellows as were then in the Province." The school filled a place in the foundation-laying of our country, and put its stamp on many who have been, and some who still are, men to be accounted with in the public life of Canada.

After the burning of the school, Squire Livingstone took up conveyancing and kindred work in that community, and moved his residence to Delaware Village.

A letter from the Department of Indian Affairs states that "Mr. William Livingstone was appointed Indian Commissioner and agent to the Oneidas of the Thames on January 25th, 1864, and served in that capacity without remuneration until August 6th, 1873, when he was appointed by His Excellency the Governor-General in Council agent to those Indians, as well as to the Chippewas and Munceys of the Thames, at a salary of \$400 per annum.

"Owing to ill health, Mr. Livingstone tendered his resignation on October 13th, 1876, but his death occurred on the 23rd of that month, four days before the Order in Council retiring him from office had passed. Mr. Livingstone therefore held the position of Indian Agent for the Indians mentioned up to the time of his death."

Mr. Livingstone's grave, also the grave of his wife, is in the Anglican cemetery in the village of Delaware. The square plot is surrounded by iron poles, chains and anchors, supported by four posts, but there is no stone or monument to his memory, or to mark the place. It would be fitting would the surviving students unite together and erect some monument to his memory in the plot where he lies buried.

The record in the register of the church in Delaware reads: "William Livingstone, Indian Agent. Buried October 26th, 1876. Aged 73 years."

Two men, I understand, are still living at Delaware who acted as pallbearers at his funeral.

Old times are changed, old manners gone.

The like we shall not see again. Principal Livingstone and his Academy belonged to a past age. Peace to his memory.

Thomas Carlyle, the sage of Chelsea, and dyspeptic in ordinary to the entire British nation, says: "Let us search more and more into the past. Let all men explore it as the true fountain of knowledge from whose light alone, consciously or unconsciously interpreted, the life of the present or the future can be guessed."

A son and a grandson of the pioneers, and justly proud of that fact, one of our chosen lines of recreative study is along the line laid down by Carlyle as quoted above; and if we can stimulate research, or add to the pleasure or profit of others along that line, we are pleased to do it. This be our apology for appearing before you at this time, and trusting that neither your time nor ours has been wholly wasted in this effort, we will now close.

